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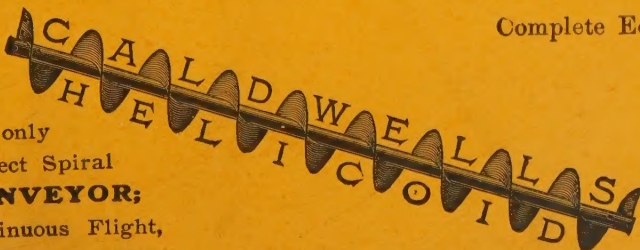
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Updike Commission Co., grain commission.*
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Winans & Co., F. E., grain and seeds.*

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Denver Comm. & Grain Co., grain and hay.
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Marfield-Tearse Co., grain commission.*
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McLaughlin & Co., W. S., grain shippers.
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Harrah-Robb Grain Co., grain, seeds & feeds.
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Nanson Commission Co., grain commission.*
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Hastings & Co., grain brokers.
Heenan & Co., David, grain commission.
Independent Grain Co., grain commission.
Kolp, E. R. & D. C., grain and seed dealers.
McCullough Grain Co., grain commission.*
Tri-State Grain Co., country run mlg. wheat.*
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Williamson Grain Co., J. R., gr. comm. merchs.

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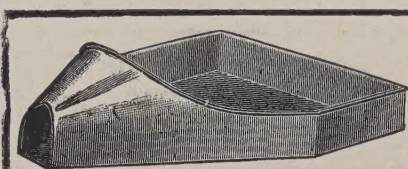
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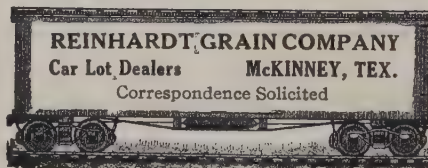
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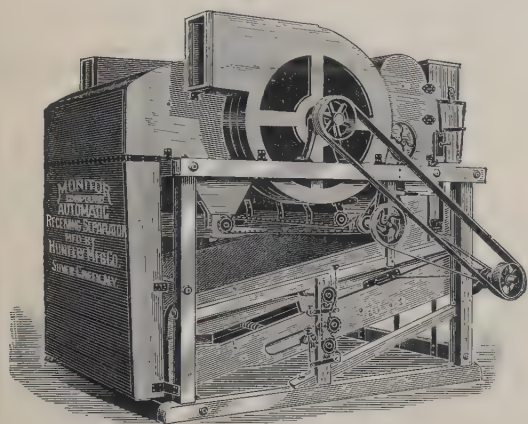
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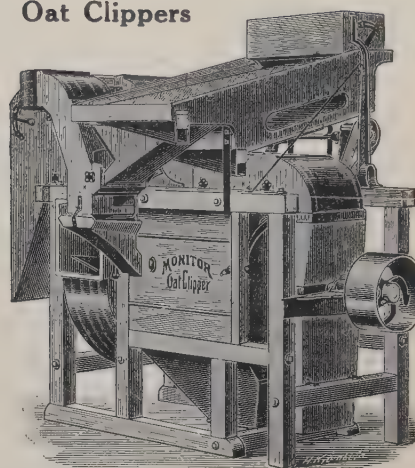
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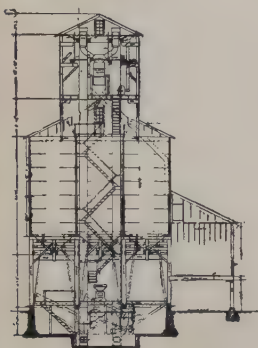
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is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.



"EUREKA"

Patented Grain Dryer, Cooler and Conditioners



READ WHAT A USER SAYS:

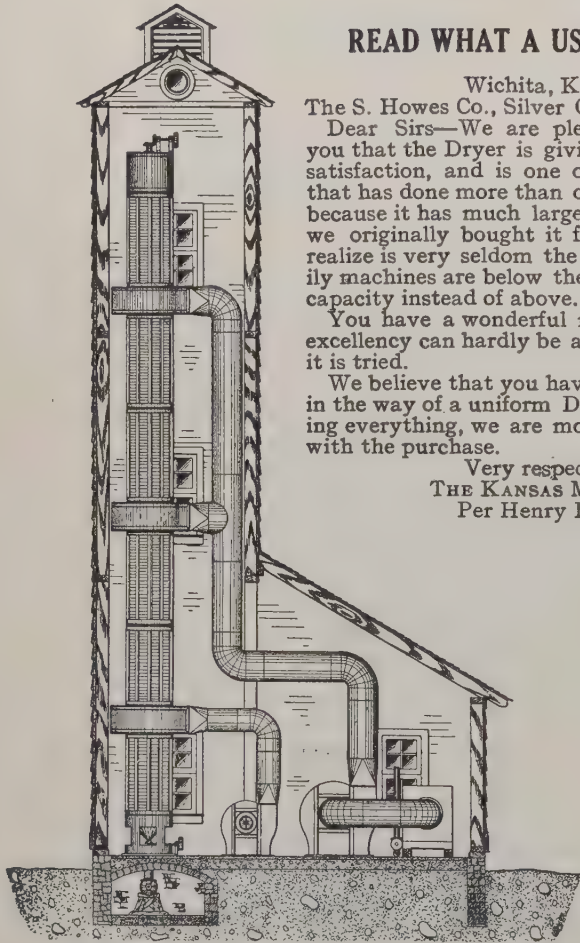
Wichita, Kans., Sept. 15.
The S. Howes Co., Silver Creek, N. Y.

Dear Sirs—We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that has done more than our expectation, because it has much larger capacity than we originally bought it for, and this we realize is very seldom the case. Ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform Dryer. Considering everything, we are more than pleased with the purchase.

Very respectfully,
THE KANSAS MILLING CO.,
Per Henry Lassen, Pres't.

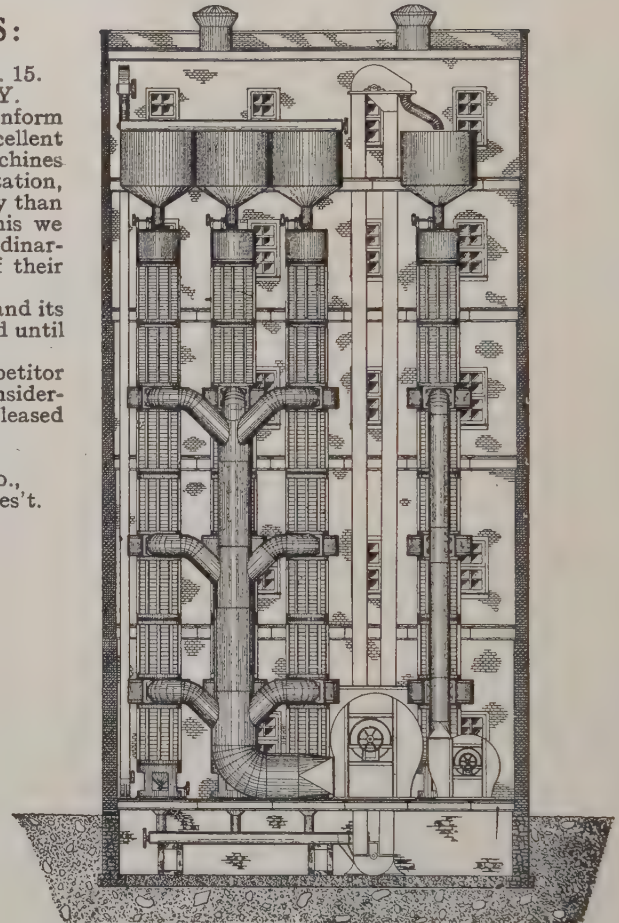


"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity 1,500 to 2,000 Bushels Wet Corn per day, (of ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap, and Air Piping

Automatic and Continuous in operation as Dryer and Cooler.



"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity, 5,000 to 10,000 Bushels per day, (ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.

Three Columns used for Drying; one Column for Cooling.

The user of the above system says: The Howes Dryer is the best on the market, gives entire satisfaction, and will do all that The Howes Company claim for it.

SOLE MANUFACTURERS

THE S. HOWES CO.

Originators of the Highest Grade of Grain Cleaning Machinery

"Eureka Works:" Silver Creek, N. Y.

REPRESENTATIVES:

WM. WATSON, Kaiserhof Hotel, Chicago, Ill.

E. A. PYNCH, 311 Third Ave., South, Minneapolis, Minn.

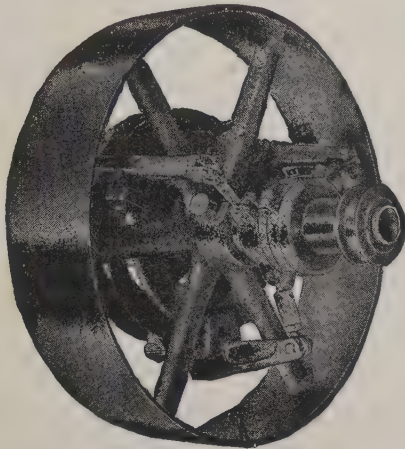
J. Q. SMYTHE, Hotel Savoy, Kansas City, Mo.

W. M. MENTZ, Green's Hotel, Philadelphia, Pa.

UNION ENGINEERING CO., 1616 Columbus Road, Cleveland, Ohio



Our Friction Clutch Pulley NONE BETTER



We Manufacture Full Line

**ELEVATING, CONVEYING and
TRANSMISSION MACHINERY.**

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINNESOTA



When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales
"The Standard" Scales
The Foss Gas, Gasoline and Producer Gas Engines
Skinner Automatic Steam Engines
Bates Corliss Heavy Duty Engines
Frost Engines and Boilers
Smith-Vaile Steam and Power Pumps
Chain Belt Concrete Mixers
Clyde Hoisting Engines
Cookson Feed Water Heaters
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery
Blue Thread Brand Transmission Rope
Diamond Rubber Co.'s Line
Engineers' and Electrical Supplies
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis

HOW TO SELL YOUR ELEVATOR

On May 21st, 1910, W. H. Fluke, Fairland, Okla., wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please send me the Grain Dealers Journal for six months and put the following adv. in the next issue (May 25th) of the Journal.

Signed, W. H. Fluke.

Here is the Advertisement

\$3,600 WILL BUY a 15,000 bu. cribbed elevator, iron side and roof, on Frisco Ry. 600 bu. sheller, dump scale, 3 stand elevator, gasoline engine, hopper scales. Three weeks until harvest; corn, wheat and oats in the very best condition. Large territory to draw from. A money maker. Address F. H. W., Box 10, Grain Dealers Journal, Chicago, Ill.

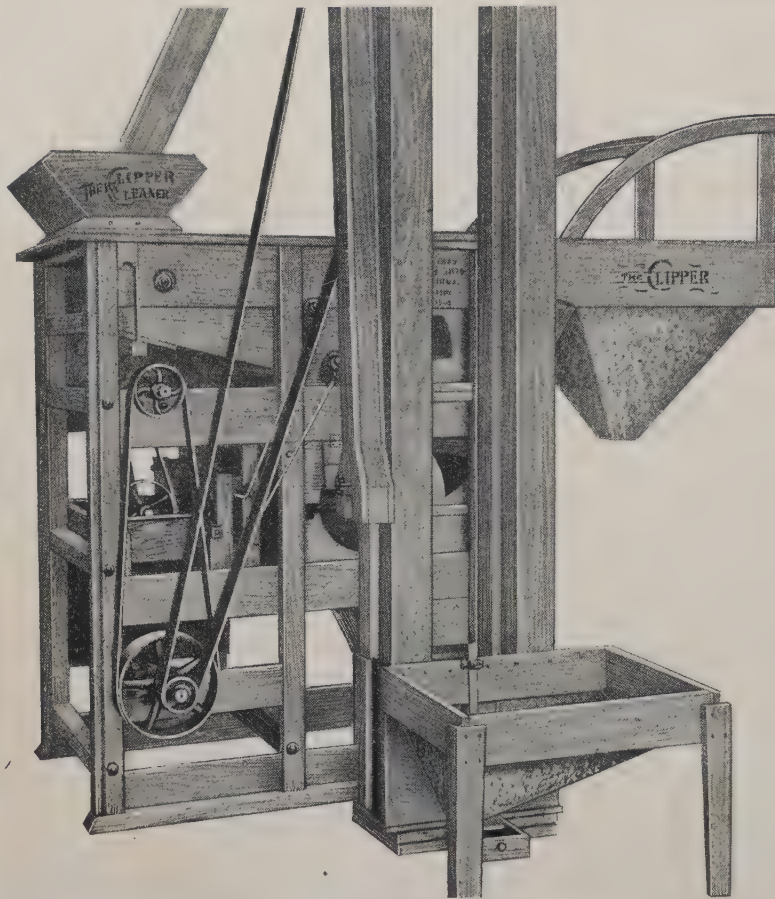
On July 4th, 1910, he wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please find check for \$3.60 to square my account (75c for sub. and \$2.85 for advertisements). I am glad to inform you that the first adv. sold my elevator to Geo. F. Melbourn, of Minden, Neb. Yours truly, W. H. Fluke.

If you want to sell your elevator send in your adv. at once or give us particulars and we will write one for you.

GRAIN DEALERS JOURNAL, - 255 La Salle St., Chicago, Ill.



No. 116 Clipper Cleaner

This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings, two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds. Write for circular giving cuts and full description.

A. T. FERRELL & CO.
SAGINAW, MICHIGAN

ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

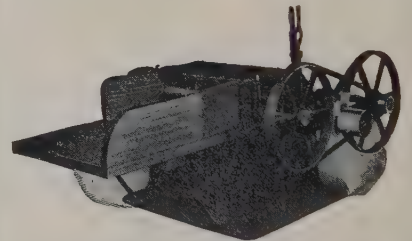
NORDYKE & MARMON CO.

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

NEW PROCESS Alfalfa MEAL MILLS



The Wolf Alfalfa Meal Mill is positively the best mill on the market for general purpose alfalfa grinding.

It is the product of thorough study and investigation by experienced machinists and experimenters, who studied alfalfa grinding under various conditions.

It leaves the alfalfa in the most desirable condition for feeding purposes and can be run with any ordinary power.

Write for circular No. 117.

The Wolf Co.
CHAMBERSBURG, PA.

Western Office
134 W. 8th St., Kansas City, Mo.

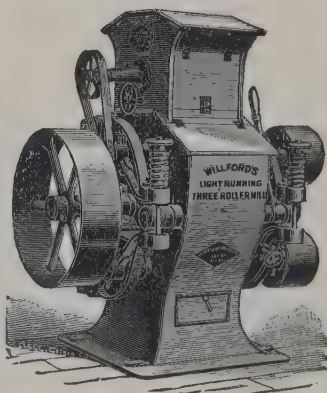
WILLFORD

**Light Running Three-Roller Mills
ARE THE BEST
FEED MILLS FOR ELEVATORS**

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.
303 So. 3rd Street Minneapolis, Minn.



WE MANUFACTURE
 Success Safety Man-lift, Birchard's Standard Fireproof Elevator Boots, Birchard's Distributing Spouts, Cast Iron Turn Heads, Overhead Indicators, Dump Locks and Irons, Blue Annealed Steel Spouting, Flexible Grain Spout (Hastings Special).
 We SELL Belting, Transmission Rope, Salem Steel Buckets, Wood and Iron Pulleys, Drop Hangers, Pillow Boxes, Set Collars, Shafting, and in fact everything that enters into the machinery construction of grain elevators.
 Try Hastings Special Steel Grain Flexible Loading Spouts and Smoke Stacks. Your favors will be appreciated.
Hastings Foundry & Iron Works
 Hastings, Nebraska.

THE BEST
 is none too good, so goes an old saying.
 Our New Era Manlift has many exclusive features and is the very best that can be made.
 We also make Hand and Power Elevators, Dumbwaiters, etc. We can please you.
 Write for descriptive matter and prices.
SIDNEY ELEVATOR MFG. CO.
 SIDNEY, OHIO

SCOOP-TRUCK
 Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."
Huron Milling Co.
 Harbor Beach, Mich.
 Price \$10.00
 F. O. B. Factory
Detroit Scoop-Truck Co.
 2225 W. Jefferson Ave.,
 Detroit, Mich.

NO JAR OR JOLT
 When You Have a
Reliance Automatic Dump Controller

The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.
 Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller."
 Sent on 30 Days trial. **RELANCE CONSTRUCTION CO., Indianapolis, Ind.**

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

ELEVATOR MACHINERY AND SUPPLIES
 OF EVERY DESCRIPTION
 LARGE STOCK
 PROMPT SERVICE

Grain Dealers Supply Co.
 305 So. 3rd Street
 Minneapolis, Minn.

Elevator Supplies
 We manufacture a complete line of grain-handling machinery including

SPOUTS, BOOTS, Clutches, Buckets, Pulleys, Belting, Etc.

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.
 Write for catalog.

K. C. Mfg. & Supply Co.
 Kansas City, Mo.

THE ATLAS CAR-MOVER
 Manufactured exclusively by
The Appleton Car-Mover Co.
 Appleton, Wis., U. S. A.
 is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

ELEVATOR BELTING
 The Gutta Percha and Rubber Mfg. Co.
 Catalog CHICAGO Samples

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

EFFICIENCY
 HALL SIGNALING
 DISTRIBUTOR
HALL DISTRIBUTOR CO.
 222 Ramge Bldg., Omaha, Neb.

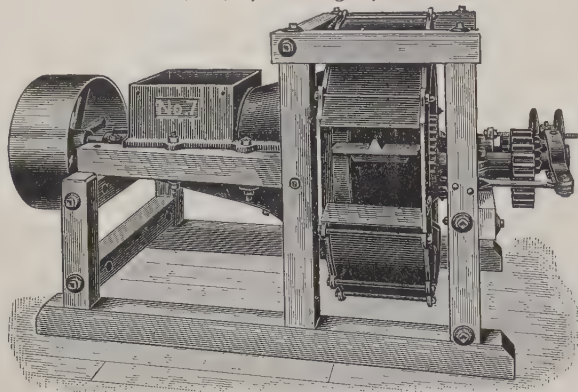
ORDER THE No. 2

WORKING ROOM

GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.
 We make a specialty of mill and elevator spouting. For particulars write
J. J. GERBER, MINNEAPOLIS, MINN.

Pat. Oct. 17, 1905. Aug. 31, 1909.



The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The CONSTANT BALL BEARING MAN-LIFT is another improvement for this season.

WRITE FOR OUR CATALOG.

B. S. CONSTANT CO., Bloomington, Ill.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

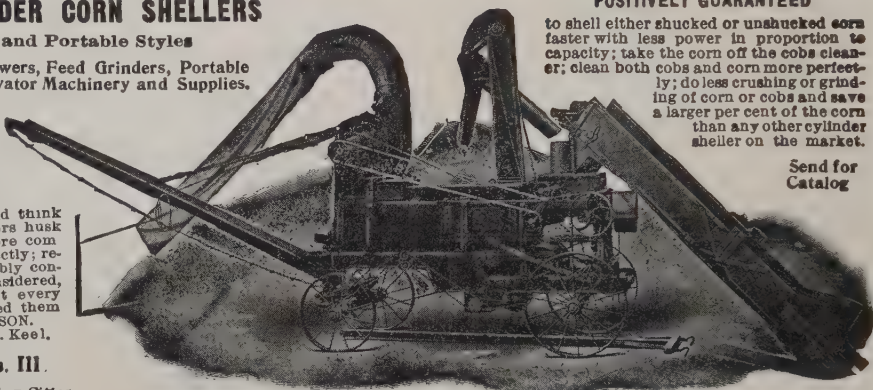
Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.



POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

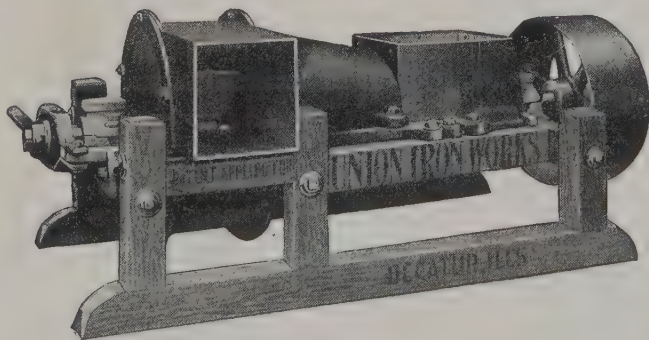
Send for Catalog

THE 1910 CORN CROP

Are you planning to handle this year's crop of corn economically and with profit to yourself? Is your elevator so equipped that you can do this? Corn that is poorly shelled and not properly cleaned misses grade.

Every elevator, equipped with "Western" machinery, is a money making plant. The "Western" Pitless Shellers shell with a minimum amount of power; are so adjusted and built that few, if any, kernels are broken. They discharge over or under, right or left, and no pit is required.

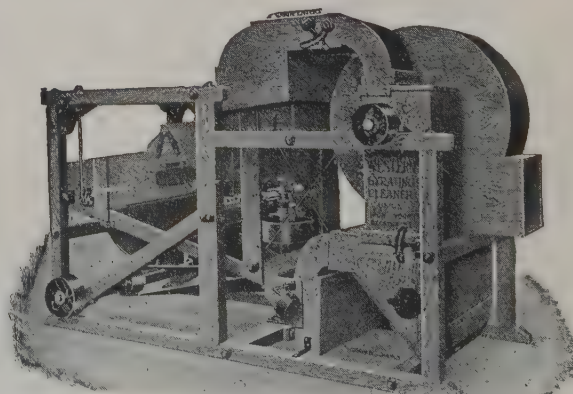
The "Western" Gyrating Cleaner will thoroughly remove all pieces of broken corn, pieces of cob, husks, silks and other foreign matter. This cleaner is in absolute control of the operator and can be adjusted to suit all requirements. Capacities 175 to 2,400 bushels per hour. This is the most economical machine, as it can be equipped with screens to clean wheat and oats.



The Western Pitless Sheller

We have been building the "Western" line of machinery for more than forty years, and when you buy a "Western" machine, you get the best that time, money and skill can make.

Send for our catalogue No. 26, which describes our line of shellers, cleaners and complete elevator equipment.



The Western Gyrating Cleaner

UNION IRON WORKS, Decatur, Ill.

1221-1223 Union Ave., Kansas City, Mo.

The host of users of our Special Grain Shovel Rope

and all other owners of Car Pullers would do well to use our Marline-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 105 N. Canal Street

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

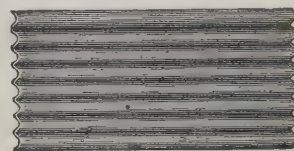
Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana

FEED MILLS



We are Large Manufacturers of Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

Sykes Steel Roofing Co.,
CHICAGO, ILL.

RUBBER BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples

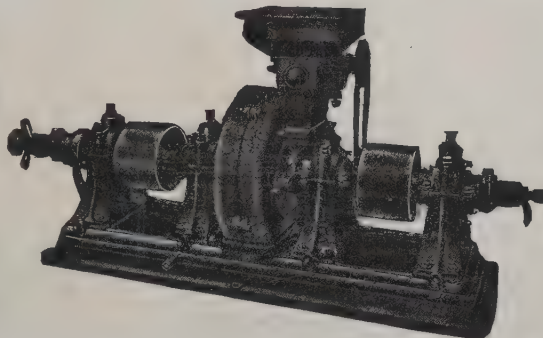
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



CYCLONE BLOW PIPE CO.

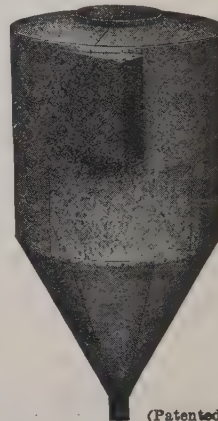
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

541-553
West Jackson Boul.
CHICAGO, ILL.



(Patented)

Want a Position?

Read the following and advertise in the "Situations Wanted" column of the Grain Dealers Journal.

Indianapolis, Ind., Feb. 8, '10.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

Please discontinue my advertisement, for your efficacious journal has procured me a good position. Luck to the Journal.

Respectfully,
Everett W. Cox.

Cost is only 15 cents per type line per insertion.

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



THE
"New
Cyclone
1905"

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

WITTE ENGINES

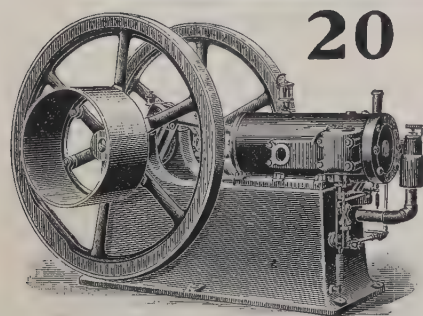
USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.
1626 Oakland Ave., KANSAS CITY, MO.



20 Years' Trial

For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service.

In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES
GAS AND GASOLINE ENGINES

SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

A 500 Per Cent Investment

This is a low estimate of the amount of the returns which can be made from a small investment in Kennedy Car Liners.

They are not an experiment, but are being bought by hundreds of shippers who have used them before and who would not continue to buy them if they were not satisfied that it was money well spent. Leakages in transit can be prevented at less cost by Kennedy Liners than by any other known method of coopering cars. If you do not know what they are, write us a card at once and we will give you full description.

Fred. W. Kennedy
Shelbyville, Ind.

FOOS

GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 HP.

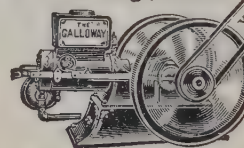
THE FOOS GAS ENGINE CO.
SPRINGFIELD, OHIO.

\$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.-P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

GALLOWAY

Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a **5-H.-P. only \$119.50**

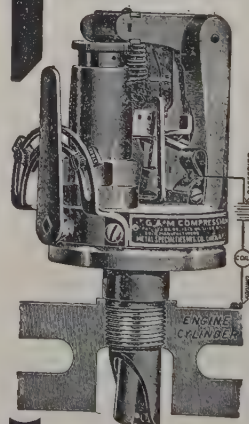


Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor, and one small profit. Send for my big BOOK FREE.

Wm. Galloway, Pres.
Wm. Galloway Co.
1315 Galloway Station
Waterloo, Iowa

G. & M. Compression Igniter

Special Price Next 30 Days
A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube, or mechanical make and break igniter.

We Can Save You Money

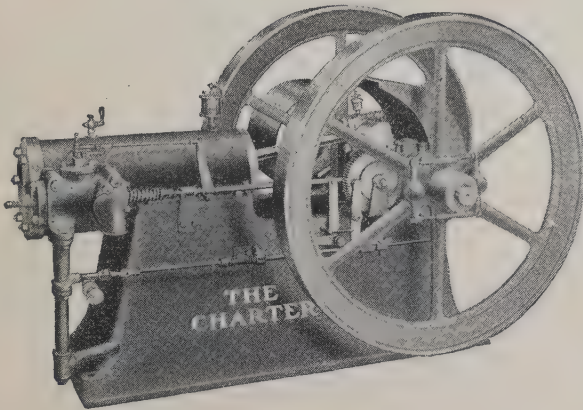
by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers
METAL SPECIALTIES MFG. CO.
427-441 W. Randolph St., Chicago, Ill.

Here is the Charter Engine



We have been building this engine for 26 years. It is as near perfection as human ingenuity can make it.

If you want the best engine—one that will stand up under hard service at low cost of maintenance, send for our catalog. It will give you full particulars and it's free.

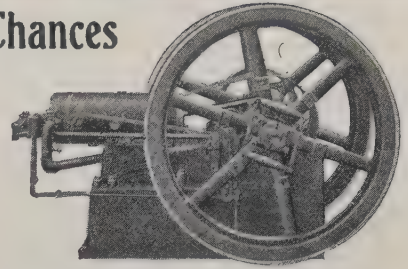
State present or prospective power needs.

CHARTER GAS ENGINE CO., Box 509, STERLING, ILL.

Don't Take Chances

Don't Experiment

Buy an Engine That is Proved



Elevator and mill men all over the country are using I H C gasoline engines with absolute satisfaction. Many of them have used these engines for years and have proved by the actual test of long and hard usage their capacity to meet every condition—to stand up under any emergency.

Get an I H C—the engine that experience has proved the best

Investigation will easily show this fact and the reason.

I H C construction is simple—few parts—each part amply strong.

I H C construction is exact—each part fits perfectly—works perfectly—no missing fire—no wasted fuel.

I H C construction is correct—all gasoline is perfectly vaporized—highly compressed—immediately fired—obtaining most power from least fuel.

I H C construction is accessible—every part can be easily cleaned and kept in perfect order.

I H C construction will give you most power—at lowest cost—with least trouble—for longest service.

The I H C line contains an engine for every need—1 to 25-horse power—vertical or horizontal—stationary, portable (on trucks or skids,) or tractor. You can easily choose just the engine you want. Investigate these points for yourself.

Write us for catalogue and full particulars.

INTERNATIONAL HARVESTER COMPANY OF AMERICA
(Incorporated)

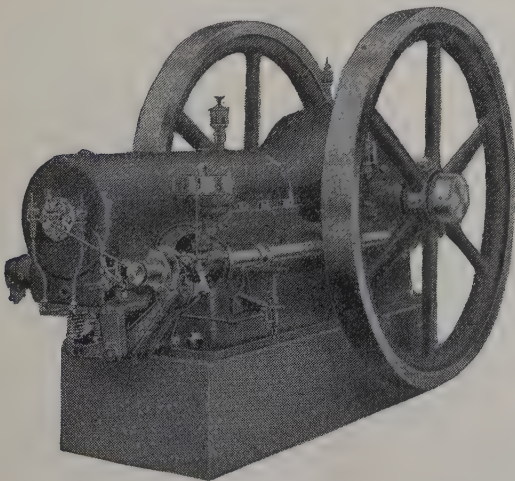
21 Harvester Building

CHICAGO U S A

THE FIELD

THE DE LUX ENGINE AN ELEVATOR ENGINE

Write us for a list of elevators using THE FIELD



MFG. BY

THE FIELD-BRUNDAGE CO.
JACKSON, MICH.

GRAIN SHIPPING LEDGER

FORM 24

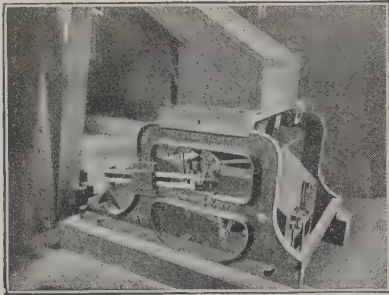
An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago, Illinois

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Its fundamental principles are right.
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It cannot make mistakes.
It is a Standard Test Scale.
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It is the acme of simplicity.

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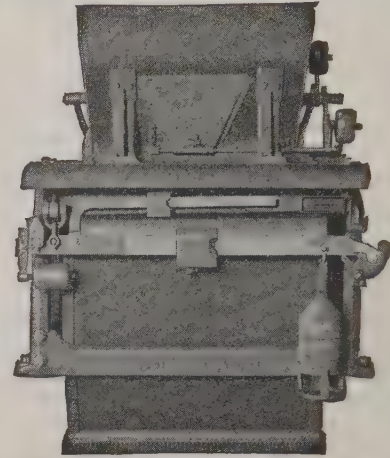
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SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to you.

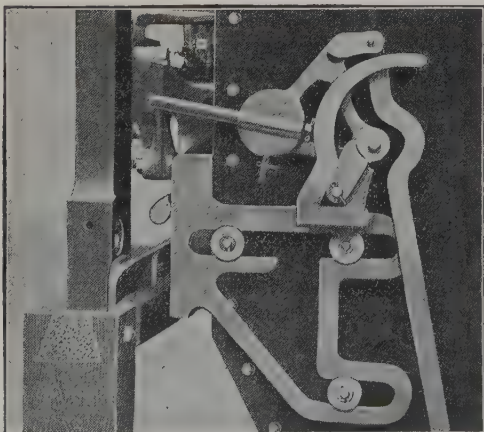
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The New Richardson Automatic Grain Scale Fitted with Our Locking Gear is More Reliable Than Any Hopper or Other Automatic Scale Because it is Impossible for it to Pass Grain Unregistered.



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You cannot afford the risk of grain running through your scale untallied because foreign matter or friction prevents the feed gate from closing before the hopper door opens.

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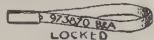
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We can offer every Elevator man a splendid opportunity to earn extra money during the dull summer months selling the Brown "Little Giant Hoist" to Farmers. Write us at once for discounts and full particulars.

We also make Line Shatt Clutches for elevator work.

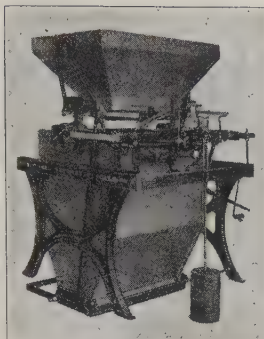
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and hope all who read this advertisement will write us for particulars.

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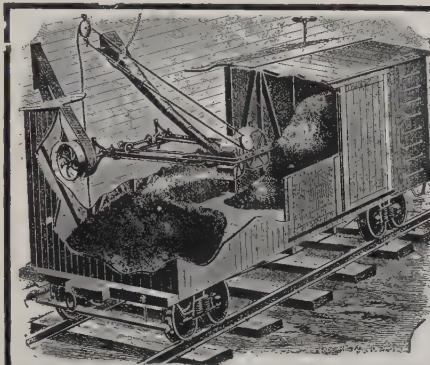
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the good features exploited by others, but without a single bad feature so often found in automatics. Handles trashy grain at any rate of elevation without regulating the scale and handles this as accurate and more so than any other scale weighs clean grain at normal elevation whether automatic or not. Write for our new catalog. **NO SALESMEN'S EXPENSES—YOU** get the benefit. 60 days free trial. To contractors—You can sell three Nationals where you could sell but one or two "sold by salesman" scales.

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LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door. Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together, the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.
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Gentlemen:—I have your favor of the 14th inst., with repair list enclosed for the Boss car loader. We have no immediate use for this list but will keep it on file.

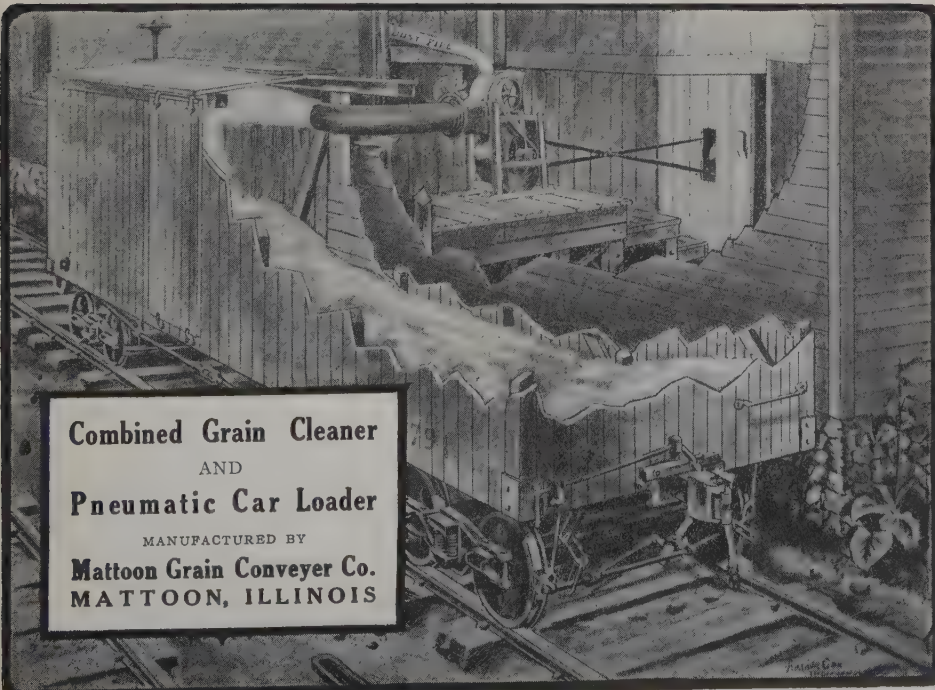


In reply to your inquiry as to how the loader is working which we bought from you in 1902, beg to say it is doing as good work as the day it was installed. As you know we have several of them in use and they are all giving excellent satisfaction.

Very truly yours,
EDWIN BEGGS.
We sold Mr. Beggs 12 loaders and he has several more which were in elevators he purchased. Several of the last he ordered were for elevators he was then building, and had his experience with these machines not been such that he believed he could handle grain better with them than in any other way he would have arranged his new houses so as not to use our loaders.

We carry all sizes in stock and send on trial when desired.

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The **ONLY** Machine That Will Clean and Load at the Same Time.

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Why shake your building with a shaking cleaner?

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Motionless
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has no eccentrics,
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These scales are built in three sizes handling up to 2,000 bushels per hour.

They are made on honor by men of experience.

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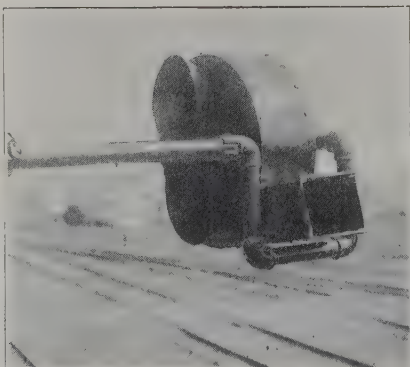
This Car Loader has exclusive advantages.

It is light and easy to handle though strong and durable.

Loads up to 1,200 bu. per hour.

We ship them to you on 30 days trial.

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GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.
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THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.
GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price, \$1.00.
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For any of the above address, GRAIN DEALERS JOURNAL, 265 La Salle St., Chicago

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The rate for advertisements in this department is 15 cents per type line each insertion

GASOLINE ENGINES.

\$350 WILL TAKE our 17 h.p. gas or gasoline engine; self starter. Michigan City Paper Box Co., Michigan City, Ind.

30 H. P. LOZIER GASOLINE ENGINE for sale. Good as new. Lincoln, Springfield Coal Co., Old Colony Bldg., Chicago.

SECOND HAND GAS AND gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

18 H. P. LEWIS GASOLINE ENGINE in first-class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

ONE 22 H.P. FAIRBANKS-MORSE gasoline engine. Guaranteed in good operating condition. Thoroughly overhauled at \$300. Grayson Mill & Grain Co., Van Alstyne, Texas.

ONE 15 H. P. LEWIS GASOLINE engine for sale. Guaranteed in first-class condition, at half price. Reason for selling, will install electric motor. Address J. M. J., Box 10, Grain Dealers Journal, Chicago, Ill.

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1 3 H.P. Webster, good condition...\$ 60.00
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Allen P. Ely & Co., Omaha, Nebr.

ONE 15 H. P. INTERNATIONAL Harvester Co. gasoline engine for sale. Guaranteed in first-class condition. Has only run for one year. New cylinder and piston, water tank and oil tank and all piping belongings are included. Reason for selling, have installed a 30 h. p. machine in its place. This is a bargain at \$300 f. o. b. on car at St. Hilaire, Minn. Address Farmers Elevator Co., St. Hilaire, Minn.

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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILER

FOR SALE CHEAP 24 h.p. Atlas steam engine and boiler equipment complete; good as new. No. 1 Western Gyration cleaner; large size Boss car loader. L. F. Webb Grain Co., Weldon, Ill.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

WE OFFER for the Commonwealth Edison Company following equipment which has been taken out of service in plants where their central station current has been substituted.

- 1— 50 light 3 KW belted generator and 5 H.P. Backus gas engine.
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- 1—300 light 17 KW Westinghouse 110 volt belted generator and 25 HP Nash gas engine.
- 1—300 light 17 KW 110 volt Westinghouse generator belted to 30 HP Nash gas engine.
- 1—700 light 125 volt generator, 800 RPM, belted to 50 HP 3 cylinder vertical Nash gas engine.

STEAM ENGINES.

- 1— 6 HP Sturtevant automatic vertical engine.
- 1— 10 HP Sturtevant automatic vertical engine.
- 1— 10 HP Jewell side crank horizontal engine.
- 1— 12 HP Payne vertical twin engine.
- 1— 25 HP Wachs vertical engine.
- 1— 7x9 double cylinder steam driven elevator machine.

Steam and gas engines, boilers, stacks, generators, motors, belting, pumps, etc.; all sizes and types. Power Equipment Company, Fisher Bldg., Chicago, Ill.

REBUILT ENGINES AND BOILERS.
ENGINES—CORLISS: 20x48 Wheelock, 18 x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.
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ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinkler-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10 x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8½x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

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HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

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SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

80,000-LB. CAPACITY FAIRBANKS R. R. track scales for sale. Can weigh 36 ft. length car on same. Will be sold cheap. Address The Jay Grain Co., St. Marys, Ohio.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

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FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

AUTOMOBILE SUPPLIES.

CLINCHER AUTO CASES AND TUBES.
Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

MISCELLANEOUS FOR SALE

DUST PROTECTORS, \$1.00, made of rubber, with automatic valve; slightly used typewriters \$10.00 to \$35.00; typewriter covers 50 cents. Jacob G. Meier, Russell, Kansas.

MISCELLANEOUS WANTED.

RAIN WANTED at once. Must be soaking down pour to satisfy. Deliver today. North Dakota Grain Dealers, Anywhere, N. D.

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READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

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RHODE ISLAND REDS—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

ELEVATORS FOR SALE.

ELEVATOR and exclusive grain business in rich farming locality for sale. J. Jacobson, Formosa, Kas.

ELEVATOR IN CENTRAL OKLA. run by gasoline engine. A bargain if sold soon. Address Box 152. Dover, Okla.

FOR SALE CHEAP and on easy terms, modern 30 M elevator. Did 125 M business last year. Address M. L. Wolfe, Groton, S. D.

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CHICKASHA, OKLA. Grain elevator for sale at Chickasha, Okla. Just built; 10,000 bus. capacity, run by electric motor; in good grain country. Address Chickasha National Bank.

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ELEVATOR IN NORTHERN IOWA for sale. Good grain point. German and American farmers. Good crop this year. Will give terms. Address C. E. F., Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN SOUTHWEST MISSOURI on Frisco for sale. 10,000 bu. capacity. Good grain point, no competition. Price \$4,500. Address F. B. M., Box 11, Grain Dealers Journal, Chicago, Ill.

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WASHBURN, N. D. For sale or rent, 20,000 bu. capacity elevator, good condition, located at Washburn, N. D. Reason for selling, have too much other business. Address Paul S. Meyer, Washburn, N. Dak.

NORTHWESTERN IOWA. For sale, good modern elevator in Northwestern Iowa. Fine crop prospects. Good farming country. Best reason for selling. Edwin L. Bowen, 503 Fleming Bldg., Des Moines, Iowa.

IOWA. Elevator and feed business in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bus. capacity. Address J. H. S., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity 24,000 bu. On the main line of the C. R. I. & P. R. R. 122 miles west of Chicago. Equipped with good gasoline engine. Price reasonable. Address Lock Box 189, Tiskilwa, Ill.

SOUTHERN MICHIGAN. For sale 15,000 bu. capacity elevator, gasoline engine, Eureka cleaner, one leg and scales all in good condition. Located in one of the best counties in So. Mich. on Lake Shore Ry. Only elevator in town. Sell for \$1,500 if taken at once. Address R. D., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN IOWA. For sale one house in northwestern Iowa, one in S. D. Crops excellent and about ready to harvest. Will sell one or both. Strictly worthy of investigation by probable buyers. Good 25 car coal trade at one of these stations. Time on part if wanted. Address S. P. R., Box 1, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—For sale two good elevators in consecutive towns on one railroad in northern Ill. Main office at excellent town, no competition, big storage, large territory, good paying side lines that can be developed indefinitely; much of old crop back and good prospects for new. Come to see proposition and books. A reasonable selling price as other business is reason for selling. Address R. O. S., Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

FOR SALE TWO ELEVATORS, capacity 70,000 bu. Handle 350,000 bu. No competitor. Best location in Ill. Address J. W., Box 11, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA. Four grain elevators located in the cream of So. Dak. territory for sale. Doing good business. Address Dakota, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE OR TRADE on Wabash R. R. Doing a good business; handles 125 to 150 cars annually of hay and grain. Handle coal and feed for side line. Address J. R. B., Box 11, Grain Dealers Journal, Chicago, Ill.

SOUTH OKLA. Wanted to sell 4—70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South. Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

SOUTHEASTERN MINN. Farmers elevator for rent for one year. 20,000 bu. capacity, in good condition. Renter to furnish gasoline engine. Located at Canton, Minn. Bids must be received by July 25, 1910. Address T. C. Rice, Secy., Canton, Minn.

ELEVATOR for sale. One of the best money making grain elevators; located on two trunk line railroads; very choicest corn land surrounding and ships more than 100,000 per annum. A big bargain. Act quick. Address Tri-State Elevator Co., Hicksville, Ohio.

TO SETTLE A BANKRUPT ESTATE I will sell the cleaning elevator at St. Peter, Minn., known as the Plymouth Elevator Co. elevator. The elevator will be sold cheap for cash. If you want this get busy. W. Z. Sharp, Trustee, Sioux Falls, S. D.

15,000 BU. ELEVATOR AND COAL business for sale. Only elevator and coal business in town. Good grain country surrounding. Doing a good business; located on Big 4 R. R. 12 miles east of Bellefontaine, Ohio. Everything first class. Price \$6,500. Address E. C. Brungard, Big Springs, Ohio.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE THE BELT ELEVATOR on leased ground from Wiggins. 27 bins, capacity 135,000 bus. Warehouse capacity 75,000 bus. Lease expires 1916; monthly rental to Wiggins, \$133.34; cost to build, \$45,000. Engine and all machinery has just been overhauled and lined up, new concrete foundation, etc. Above high water mark. Address P. W. P., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE. In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

ELEVATORS FOR SALE.

S.W. MINN. Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

UP TO DATE ELEVATOR and coal sheds, 20 miles from Sioux Falls, So. Dak. Going to coast, reason. Address Box 11, Salem, S. Dak.

WINFRED, S. D. For sale, a 25,000 bu. cribbed elevator at Winfred, S. D., on the Mil. Road, known as the D. C. Harrington elevator. Price \$5,000. For further information write Stair, Christensen & Timerman, Minneapolis, Minn.

NORTHEASTERN KANSAS. For sale, two elevators in one town in Northeastern Kans. No competitor. Best proposition in the state. Want to retire. Price for both houses, \$15,000. Address S. T. R., Box 1, Grain Dealers Journal, Chicago, Ill.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

SOUTHERN KAN., 10,000 bu. elevator on A. T. Ry., for sale at a bargain or trade for good land. One of the best towns and grain centers in Southern Kans. Corn sheller, corn and wheat cleaner, automatic weigher. All in good condition. Address D. & K., Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND MILL for sale. 100-barrel mill in best spring wheat territory of the northwest, with 12,000 bu. elevator attached. Mill is in splendid condition; runs steady the year around and is a money maker. Town markets 750,000 bus. of grain yearly. Owners have made a competence and wish to retire. Address F. R. T., Box 8, Grain Dealers Journal, Chicago.

16,000 BU. ELEVATOR along the Rock Island, on own ground with easy driveway. One fair competitor. Fine crops. Sheller, cleaner, 5 ton Hopper scales, 3 stand of 9x24 rolls and bolter. Good trade on chops. A money maker. Will be sold cheap, easy terms. Address Union Supply Co., Mt. View, Okla.

NORTHWESTERN IOWA. 25,000 bus. elevator in N. W. Iowa in good corn and oats territory. One other elevator, easy competition. Fairbanks Registering Beam, 4 ton scale, 1000 Avery automatic scale, Boss car loader 12 h.p. F. & M. engine. All in first class shape. Address P. J. K., Box 11, Grain Dealers Journal, Chicago, Ill.

RECEIVER'S SALE.—In the matter of The Cherokee Mill & Elevator Co., a Corporation, Bankrupt, in bankruptcy.

Notice of Sale by Receiver:—

Notice is hereby given that the undersigned, the receiver of the Cherokee Mill & Elevator Co., of Cherokee, Okla., will on the 16th day of July, A. D. 1910, offer for sale the following described property belonging to said bankrupt estate, to-wit:

1 500-bbl. Flouring Mill, located at Cherokee, Okla.

1 Grain Elevator, located at Jett, Okla.

1 Grain Elevator, located at New Burlington, Okla.

Also any other personal property belonging to said bankrupt estate.

That said sale will be made subject to confirmation by the Bankrupt Court and for cash to the highest bidder.

Said property will be offered for sale separately, and then as a whole.

Notice is further given that the receiver will receive sealed bids on said property, such bids to be for the mill property and the two elevators as one proposition, and for each of them separately, and that such sealed bids may be filed with the receiver at any time before 1 o'clock p. m. on said 16th day of July, 1910.

EARL WINES, Receiver.
Cherokee, Okla.

ELEVATORS FOR SALE.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wisconsin. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

IOWA. Would like to trade good elevator located in one of the best towns in Iowa, for 120 or 160 acres of land in Iowa or Southern Minnesota. The Mercantile Adjustment Co., Guthrie Center, Iowa.

OKLAHOMA. For sale, practically new elevator in best location in Okla. Built last year. Good reason for selling. For further information address W. H. Dowlen & Sons, Pauls Valley, Okla.

NORTHWESTERN OHIO. For Sale—Grain elevator and warehouse, county seat town of 4,000, Northwestern Ohio, shipping 250,000 bus. grain annually; doing retail business of \$36,000 per year. One of the best grain points in Ohio. Price reasonable, 1/2 cash, balance easy terms. Also, for sale, 4 grain elevators in grain belt Northwestern Ohio, doing prosperous business; prices \$4,000, \$5,000, \$6,000 and \$9,000. One-third cash, balance easy terms. Address E. W. Newton, Ohio Building, Toledo, Ohio.

ELEVATORS WANTED.

ELEVATOR WANTED in good grain section in North or So. Dak. Give size, condition, price, etc. John Z. Schmid, Huron, S. Dak.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

WANT TO LEASE ELEVATOR in central Ill., Ind. or Ohio that handles not less than 125,000 with option on same. Don't object to side lines. Address M. E. R., Box 1, Grain Dealers Journal, Chicago, Ill.

FARM FOR TRADE. 317 acres in S. E. Kans. in the corn belt, 2 1/2 miles from County seat, for a good elevator in good grain country and not on leased ground. David Metzger, Coatesville, Ind.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

HAVE A FINE RESIDENCE property in Ill. county seat town to exchange for elevator in Central Ill., Ind. or Ohio. Will pay difference. Don't object to side lines. Address R. E. M., Box 1, Grain Dealers Journal, Chicago.

WANTED GRAIN ELEVATOR for 1910 crop. Guaranteed a good site free, suitable side tracks and 150 cans of grain for this season. Address W. H. Olin, Industrial Commissioner, D. L. & N. W. R. R., 919 17th St., Denver, Colo.

MISSISSIPPI PLANTATION to exchange for elevator. Will exchange half interest or entire stock; will give good deal. Will rent for \$5.00 acre cash. In answer state amount grain handled, location and price. Address Charles, Box 11, Grain Dealers Journal, Chicago.

COLUMBIA FALLS offers the best location in western Montana for a grain elevator and storage warehouse. Situated on the main line of the Great Northern Railway at the junction of the Kalispell and Somers Branch. Between 200,000 and 300,000 bus. of grain raised annually within ten miles of town. Natural distributing point for merchandise shipped in car lots. Address Columbia Falls Board of Trade, Columbia Falls, Mont. Martin Conlin, Secretary.

ELEVATOR BROKERS.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

I HAVE A BARGAIN to offer. A good new elevator for sale, in a county seat town of 3,000 inhabitants. The station will handle 700,000 bu. per year, and only two elevators to handle it. Wishing to hear at once from some good prospective buyer. J. D. Chancellor, Broker, Fowler, Ind.

BUSINESS OPPORTUNITIES

PEORIA BOARD TRADE MEMBERSHIP for sale. Address Membership, Box 11, Grain Dealers Journal, Chicago.

CENTRAL IOWA—Will sell for cash profitable business in grain, coal, flour, salt and mill feeds. Good 20,000 cribbed elevator, coal sheds and warehouses in good repair. Handle about 100 cars yearly. Good town in Cen. Ia. Price and terms reasonable. Address M. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

WE OFFER a competent grain man who has \$5,000 to \$10,000 to invest, one-fourth or one-third interest and a good position and salary in a line of 8 elevators, and a commission business, showing a handsome profit annually. Address W. J. H., Box 11, Grain Dealers Journal, Chicago, Ill.

WE OWN a good 50 bbl. water power mill in good condition, located in Northern Ind. in good winter wheat section. Concrete dam, good power, doing nice business, going every day, making money. Owners now operating a line of elevators which require their time. Will trade for one or more elevators or for farm lands. If interested please give description of property and address O. A. G., Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

75 BARREL MILL in Big Horn country, together with about 20 acres of irrigated land for sale. Equipment of mill new in every particular. Water power that is unfailing. Splendid opening for practical miller. Address J. S. E., Box 11, Grain Dealers Journal, Chicago, Ill.

TEXAS. For sale, new milling plant on main line of Santa Fe in best soft wheat section of Tex. Fine wheat crop made for the coming years run. Capacity 150 bbls. flour, 60,000 lbs. corn products in 24 hours run. Shortage capacity 50,000 bus. Will pay any one interested to investigate. For details address D. W. Ingersoll, Clifton, Tex.

MILLS FOR SALE.

SMALL WATER POWER FLOUR MILL for sale in a good wheat country in Norton County, Kans. 11 acres of land with mill if desired. Natural solid rock bottom all the way across the river. Address W. A. Nye, Downs, Kans.

100 BBL. FLOUR MILL for sale. Will sell at a bargain, \$1,000 cash, balance by monthly payment at 6% int. Mill now doing a nice business. Write for particulars at once if you want a mill bargain. Address L., Box 22, Boelus, Nebr.

IOWA. For sale or trade, one of the best flour mills in the state of Iowa. Up-to-date in every sense of the word. Water power; cement dam. Will sell or trade for good Iowa farm. The Mercantile Adjustment Co., Guthrie Center, Iowa.

\$6,000. GRIST MILL, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage. L. G. Tinkelpaugh, P. O. Box 53, Point Edward, Ont., Can.

FLOURING MILL FOR SALE, 75 bbl. capacity with elevator attached, 8,000 bu. capacity. Two good lots on R. R. Everything in first class condition. Will take western land for part payment. Address J. V. DeLong, Merrill, Mich.

THE GUTHRIE MILL & ELEVATOR CO. of Guthrie, Okla., offers for sale a complete milling plant with a capacity of 600 bbl. of flour per day, in the city of Guthrie, a city of 20,000 inhabitants, on three trunk lines of railroad and several small lines. The plant has two elevators and is in excellent running condition. Parties interested should address Mr. P. A. McNeal, Secy. Guthrie, Okla.

NEW MILL at one third \$24,000. Mill capacity 125 bbl., building three stories and basement. Corliss engine, 125 h.p.; one boiler 125 h.p. Private electric light plant for the mill. This mill is up to date in every respect. Machinery Nordyke & Marmon. Price \$8,500 on any reasonable terms. Wheat crop in shock very heavy. Large acreage. I will mail to any one at once complete description of building and machinery. Here is the only bargain ever offered to a miller or grain dealer. Address G. E. Phillips, 247 Indiana Ave., Wichita, Kans.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

KEEP POSTED.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

MACHINES FOR SALE.

ELEVATOR MACHINERY for sale. Belt-ing, cups, rope sheaves, pulleys, shafting, etc., 12 h.p. Fairbanks-Morse gasoline engine. G. B. Hager, Dwight, Ill.

OATS CLIPPER, \$100. Grain cleaner, \$45. Large sizes and good as new. 60 h. p. engine and boiler, \$150, good condition. C. J. Meyer, Peotone, Ill.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

CARPULLER—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sale. Also several small engines. Write for particulars to American Hominy Company, Indianapolis, Ind.

ONE 10-ROLL BUCKHORN MACHINE practically new, for sale. Will save its cost in a few weeks run on low grade clover. Also one Woods Bros. steel self feeder and band cutter, new. The Mangelsdorf Bros. Co., Atchison, Kans.

SECOND - HAND FOR SALE. — Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap. 1 No. 256 Monarch Magnetic 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND SEPARATORS—Prices of these machines are about 1-3 that of new. We must have the room and will close them out at these very low prices:

- Guaranteed to be in good condition, painted, varnished and in fact good as new.
- 3—No. 4 BARNARD & LEAS Dustless Counter Balanced Elevator Separators, capacity 750 to 2,500 bus. per hour, with pulley 14x7, speed 500 R.P.M. Price each, f. o. b. car Chicago\$200.00
 - 1—No. 5 BARNARD & LEAS Warehouse Separator, capacity, coarse screening 800 bus., medium screening 400, fine screening 150 to 200, pulley 8x5, speed 500 R. P. M. Price 125.00
 - 1—No. 4 BARNARD & LEAS Dustless Elevator Separators, capacity 750 to 2,500 bus. per hour, pulley 14x7½. Price 200.00
 - 2—No. 9 MONITOR Dustless Warehouse & Elevator Separators, capacity 900 to 3,000 bus. per hour, pulley 16x7, speed 500 R.P.M. Price 175.00
 - 2—No. 8 EUREKA Warehouse & Elevator Separators, capacity 1,000 bus. per hour, pulley 16x6½, speed, fan 600, shaft 525 R.P.M. Price 150.00
 - 1—INVINCIBLE Double Receiving Separator, capacity 800 to 2,400 bus. per hour, pulley 14x6½, speed, fan 645, shaft 550 R.P.M. Price 150.00

Most of these machines have extra sieves for corn, rye and oats. These will be included in price above named providing they are on hand when machines are sold. Write for catalog No. 66G, B. F. Gump Co., Mill & Elevator Machinery, Chicago.

MACHINES FOR SALE.

WE HAVE 10 second hand Barnard & Leas cleaners, nine No. 4 and one No. 5. We offer these for sale very cheap. Address The Pacific Elevator Company, Minneapolis, Minn.

MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

HELP WANTED.

ELEVATOR FOREMAN AND CARPENTERS wanted. Best of wages. W. N. Claus Co., 222 Grain Exchange Bldg., Sioux City, Ia.

WANTED—An unmarried man to work in elevator, steam plant, no office work. State age and experience in first letter. Address T. A. R., Box 1, Grain Dealers Journal, Chicago, Ill.

WANT a good competent grain man that has had experience keeping books and a stenographer. Good wages offered. Address M. J. H., Box 11, Grain Dealers Journal, Chicago, Ill.

WANT A FIRST CLASS MAN with \$5,000 as manager for flour mill in Minnesota. Good salary and dividends for right party. Carlisle & Malsch, 747 Ellicott Square, Buffalo, N. Y.

OFFER several good experienced grain men that would take a substantial interest in the business and manage a country station, a rare chance and a yearly position and good wages. Address G. W. G., Box 11, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—A BUSINESS MANAGER with some capital, for the best mill and elevator in Central Indiana. Made 40% in the past year. Good salary but must have first class reference. Address Field, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Good wide awake German grain buyer for a western North Dakota town of about 600 population. In ability must be well above the average country elevator agent and have several years' experience. Will pay good salary to the right man and the position will be a steady one. Golden Valley Ind. Grain Co., Board of Trade, Duluth, Minn.

SITUATIONS WANTED.

GRAIN BUYER OR MANAGER of country town elevator wants position. Scandinavian and English spoken. Experienced; best references. Address N. E. L., Box 1, Grain Dealers Journal, Chicago.

A No. 1 GRAIN MAN wants position with some Chicago commission firm as solicitor or auditor. 18 years' experience with grain. Address R. J. G., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain firm as buyer or to manage elevator, by young man with several years' experience. Good education and good character. Good recommendation from present employers. Address D. E. R., Box 1, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN wants position as manager of an elevator or traveling for some reliable firm. Have had over 20 years' experience and thoroughly familiar with Chicago grades. Address D. I. E., Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer or to handle elevator. Ten years' experience. Address Alex, Box 11, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable man. Married and can give best of references. Address Box 682, Canby, Minn.

WANTED POSITION by married man as grain buyer or to handle elevator. Five years' experience. Address C. V. F., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by practical and experienced grain bookkeeper. Domestic or foreign. Exceptional references. Address W. H. C., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an experienced grain man who has had 20 years' experience in the grain, live stock, coal and seed business. Address E. C., Box 11, Grain Dealers Journal, Chicago.

GRAIN BUYER wants position. 3 years experience. Best of references. Age 29, single. Can use German language. Address T. O. N., Box 8, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

GRAIN BUYER OR local manager wants position in some town in So. Dak. or Western Minn. Five years' experience. Best references. Address F. A. N., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS BUYER in elevator by all around man. Experienced in running elevator, all grains, live stock, coal and lumber. Record O. K. Temperate. Don't gamble. Will give trial. Address M. M., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS MANAGER of elevator. 18 years' experience in grain, live stock and feed. Can give best of references. Want a position where there is lots of business, no little dinky job considered. Address J. G., Box 1, Grain Dealers Journal, Chicago.

FIRST CLASS GRAIN MAN wants position with some large grain firm as bookkeeper or auditor for a line of houses. Six years experience; best of reference. Salary reasonable to start with. Address H. L., Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS MANAGER of Farmers elevator. Several years experience. Have audited for line house people and successfully run Farmers elevators. If you can use a man that understands the business, address H. F. C., Box 12, Grain Dealers Journal, Chicago.

TWO YOUNG MEN want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of reference furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

POSITION WANTED: Having entirely closed out the business of the Walter Stickney Co., I shall be open for any good position you may have to offer. Want position as traveling superintendent or traveling auditor for some company in the Northwest. Would prefer territory in Northern Minnesota. Would accept position with some first-class Commission House as solicitor. 35 years old, married, 17 years' experience. References furnished. Address J. H. Stickney, Winnebago, Ill.

SEEDS FOR SALE.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

SEEDS WANTED.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

WE BUY

Tailings containing Timothy, Red Top, Alsike, etc.; also Mixed Alsike and Timothy and Clover tailings. Send us samples of anything you have to offer, stating quantity and price.

THE ADAMS SEED CO., Decorah, Ia.

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Read This Course

THE GREEK VIEW OF LIFE, G. Lowes Dickinson, Cambridge..... \$1.00
SOCIAL LIFE AT ROME, William Warde Fowler, Oxford..... 2.00
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THE FRIENDLY STARS, Martha Evans Martin..... 1.25
THE CHAUTAUQUAN Magazine (Monthly—Illustrated. Membership included) Containing, "Woman in the Progress of Civilization" (George Willis Cooke), "A Reading Journey Through Egypt" (Prof. James Henry Breasted) "Historic Types of Architecture" (Prof. Lewis Frederick Pilcher), and much additional material for voluntary reading..... 2.00

Total..... \$7.50
All four books and the Magazine to one address. \$5.00
"Easy for Anybody, Worth While for Everybody."
If in doubt, send stamp for handbook of testimonials.
Address, Chautauqua Institution, Chautauqua, N. Y.

Get the Chautauqua Idea

TO BUY

SELL

RENT or

LEASE an

ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15x1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

THE ALBERT DICKINSON CO.

Clovers

Timothy

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Bromus inermis

Dwarf Essex Rape Seed

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SEEDS

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Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

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MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

WE BUY PURE SOFT WINTER WHEAT

CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.

Car lots only.

TERMINAL GRAIN COMPANY


Fort Worth, Texas

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

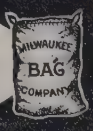
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New and second-hand burlap and cotton seamless bags—all sizes for grain, feed, seed, produce, etc. All second-hand bags are sorted in uniform sizes and compressed in bales.

"Hindo" jute twine 3, 4 and 5 ply is the ideal tying twine



MILWAUKEE BAG CO. MILWAUKEE

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This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. There are four forms arranged so a carbon copy can be kept of each claim, as follows:

Form A. Loss of weight in transit.

Form B. Loss in market value due to delay.

Form C. Loss in quality due to delay in transit.

Form D. Loss in market value due to delay in furnishing cars.

This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record.

ORDER FORM 411. PRICE \$1.25.

GRAIN DEALERS JOURNAL,

255 La Salle Street, CHICAGO, ILL.

THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

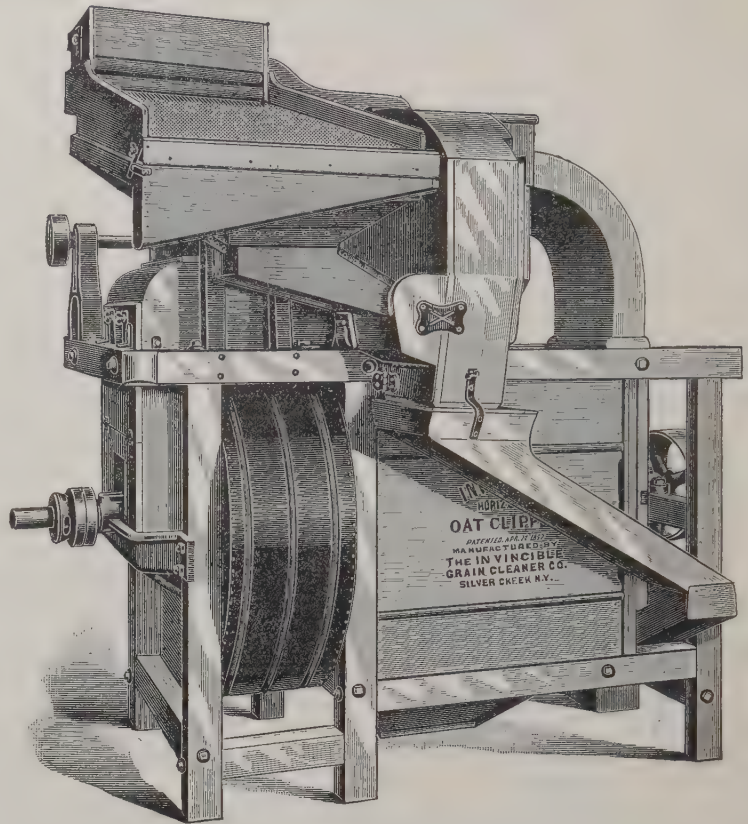
For particulars and other information
write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

Represented by J. H. PANK, 512 Traders' Building, Chicago, Ill., Phone Harrison 667.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

CHAS. H. STERLING, Jefferson House, Toledo, Ohio



HOW TO SELL YOUR GRAIN NET and at a PREMIUM

If you will send for our new book; **Modern Methods of Grain Cleaning and Separating**, you will learn how elevator and warehouse operators, cleaning and separating their grain on a **NEW PROCESS**, are able to market their grain without dockage and at a price above the market.

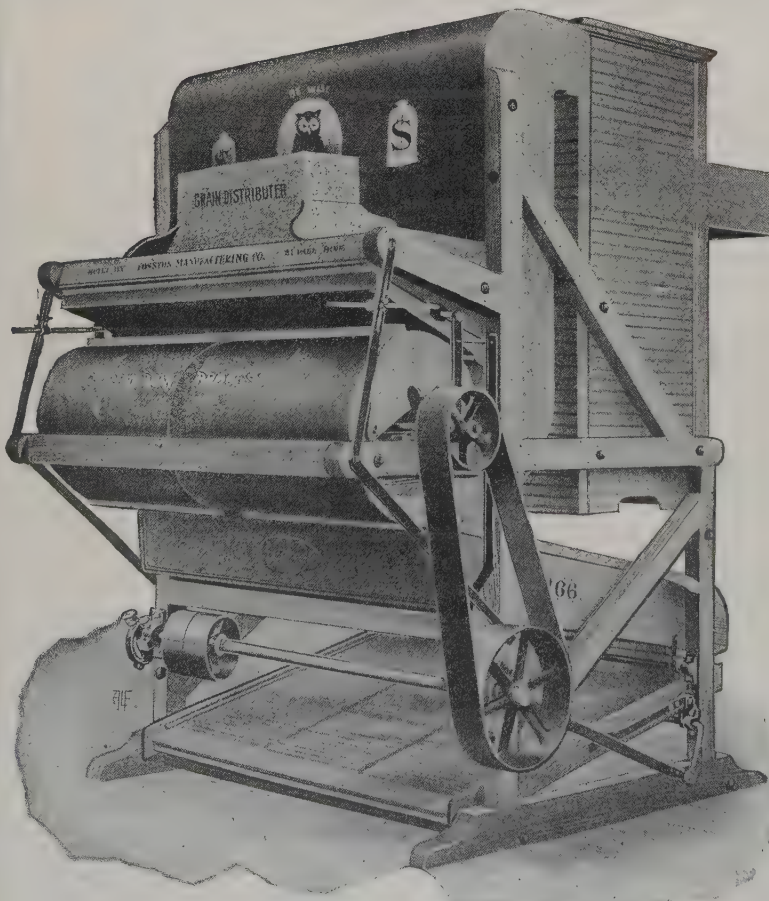
Only actual facts and figures are given in this catalogue, taken from the books of the elevators and testified to over the signatures of the Managers.

The NEW PROCESS COMBINATION CLEANER AND SEPARATOR

is the latest invention in the grain cleaning machinery line and it separates and cleans grain on entirely different principles than any other machine. It will pay you to investigate the merits of **The NEW PROCESS** before deciding on any other make.

Be sure to send for our book at once.

Fosston Manufacturing Co.
Merriam Park, St. Paul, Minn.



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the
Grain Dealers Company
255 La Salle Street, Chicago, Ill.
CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 10, 1910.

DO NOT overlook the fact that most farmers market their poorest grain first.

OUR NEWS COLUMNS disclose the starting of numerous fires by lightning, which serves to emphasize the necessity of protecting elevator property with lightning conductors of modern design.

INDEMNITIES have been abolished by the Chicago Board of Trade by a decisive vote. Insurance for speculators will no longer be provided until it can be taken under terms not in violation of the law.

AN INDIANA DEALER with nerve enough to stand up for his rights has sued a farmer for \$600 damages due to non-delivery of corn sold. If more buyers would insist on the fulfillment of their contracts, farmers would make delivery more promptly.

DR. WILEY of the Agricultural Department has conducted the legal work of his department in such a bungling manner that Congress has seen fit to place all legal proceedings of the Department under the control of a competent attorney, to be known as the Solicitor of the Department of Agriculture. This will give the famous Doctor more time to build fences and fortify his position in the Department.

ST. LOUIS will soon have Merchants Exchange weights on team tracks if the interest of the city grain market is considered by members of the City's General Assembly. A bill is now pending which will reduce the charge and give the Exchange authority to weigh.

EASTERN BANKS and railroads have been robbed of thousands of dollars through forged Bs/L. It is the hope of every one interested, that the railroads will have to make every cent good as their laxity in issuing order Bs/L is a perpetual temptation to men without money to get it through forged Bs/L.

ONE WESTERN road is being sued for damages due to the loss of grain in transit. Some state laws and many court decisions are to the effect that carrier must deliver all property entrusted to it for transportation. So long as shippers are content to bear the loss, carriers will not be in a hurry to reimburse them.

THE RECEIPTS of wheat at primary markets would be greatly increased if important markets, like Wichita, Ft. Worth, Denver, Omaha and Cincinnati were included. The reports as compiled at present are incomplete and of small value as compared with what they would be, were other important wheat markets included.

EXTENDING shafting through bin walls not only weakens the walls, but greatly increases the fire hazard of the plant, as is clearly shown by a southwestern correspondent in this number. It is much easier to tear down poorly arranged houses and rebuild them than to burn them through the use of dangerous equipment.

THE SCOTT BILL, which is designed to prohibit dealing in cotton when delivery is not intended, passed the Lower House, and will probably be seriously considered by the Senate. The cotton exchanges have been given ample opportunity to mend their ways, hence will receive little sympathy from the public if they are outlawed by Congress.

THE BURNING of a Wisconsin grain elevator noticed in the News Department, this number, which was not insured emphasizes the necessity of every dealer keeping his plant well protected. Altho insurance will not prevent the plants from burning, it will shoulder part of the loss on many grain dealers, that is, if the policies are in mutual companies. Grain dealers everywhere are exercising greater care in the reduction of fire hazards, with the natural result that fewer elevators are burning than ever before, however the number of fires is still largely in excess of a reasonable percentage. As the property owners come to co-operate more earnestly with the mutual fire insurance companies, a still further reduction in the number of fires will surely be effected.

THE BILL providing for order and straight Bs/L was passed by the Lower House of Congress before adjournment and will no doubt be passed by the Senate at the next session, if no unexpected opposition develops. The bill merits watching at each step, as the railroads can be expected to attempt to seek release from all their liabilities.

RECIPROCAL demurrage would be extremely popular with the railroad companies, were they, like the shippers, suffering loss from unreasonable delay of their property without compensation. The friends of reciprocal demurrage ask no more from the railroad company than from the shipper, and to the average layman their demands seem very reasonable.

EVIDENTLY Dr. Hopkins of the Illinois State Experiment Station has thrown so many stones at the Agricultural Department in Washington he has finally succeeded in awakening the Soil Department, and a bulletin has been issued warning the farmers of the terrible calamity which is sure to befall them if they do not soon mend their ways and refrain from "mining" their soil and henceforth exercise intelligent discretion in fertilizing their fields.

FEWER fatal accidents occur in grain elevators, than in almost any line of business wherein machinery is used. This is due, no doubt, to the care exercised by elevator owners and employees in guarding and protecting fly wheels, set screws, shafting, cog wheels and belts, in a way to prevent any one coming in contact with the moving parts. However there is ample room for improvement, and the reward for successful protection is just as great as ever.

LEAKING CAR reports are fewer than usual, and the natural surmise is, that the railroad companies have placed their box cars in better condition, or shippers are refusing to trust their grain to cars unfit for its transportation. It is indeed gratifying to know that our "Leaking in Transit" reports have assisted many sufferers in proving their claims for loss in transit, just ones. When you see a car leaking, let us hear from you with the essential facts.

THE MUTUAL insurance companies have been greatly surprised by the small number of elevator fires started by locomotive sparks during the recent dry spell. As a rule, a drouth results in the burning of a number of shingle covered elevators, but fortune seems to be smiling upon the owners of these hazardous properties, hence few have been burned recently, altho several have been damaged. The extra charge for shingle roofs is prompting many to cover their plants with fireproof roofing, which is less dangerous as well as more durable.

YOUR COMPETITOR, being prejudiced against you, is more easily offended than other people. Promote your own interests and happiness by treating him with more consideration. It is easy to find fault with his shortcomings and suggest remedies, but unwise to attempt either. Look for his good points and if you must talk, talk about them, then if your words are repeated to him, their influence will be reflected in kind deeds, if not considerate actions.

WESTERN RAILROADS, in keeping with their policy of higher rates and charges for every petty service, are gradually but surely increasing the rentals for elevator sites, the natural result is, that grain dealers about to build, make an effort to provide ground of their own, so as to be independent of the railroad company. Then, too, if the elevator is burned by sparks from a passing locomotive or upset, the railroad claim agents seek them quickly for settlement.

THE PARSIMONY of some western carriers which absolutely refuse to furnish grain door timber, or allow compensation to shippers who do furnish it, is really wonderful. The courts have frequently decided that cars must be supplied shippers in condition to transport commodities tendered. If the railroad companies are not interested in encouraging grain shipments, then they should double or triple the rates, to a point which will permit of their treating the business with some consideration.

COMMISSION MERCHANTS who act as both principal and agent in the sale and purchase of grain, commit both a breach of trust and a violation of the rules of their exchange. No organization could stand for a minute for such double-faced dealing, and no court in the land would sustain a commission merchant in such a transaction. The very fact that he had deceived his shipper into believing that he was acting solely as his agent, showed an intention to do wrong, otherwise the deception would not be necessary.

FREE STORAGE at country elevators is quite attractive to some farmers who are ever eager to speculate, and also to grain elevator operators who hope thereby to increase the volume of their business. How sadly disappointed are many dealers who, after holding grain without charge for many months, see it loaded out for the account of another dealer, perhaps a man at a distant station. If a farmer wants to hold his grain at country station, he should be charged at least 1 cent a bushel for the first fifteen days and 1 cent a month thereafter. Any grain dealer who makes any effort to protect stored grain from fire or disaster cannot afford to store and insure grain for less.

THE GRAIN TRADE starts the handling of a new crop with dockage for future shrinkage abolished in nearly every market. One or two small marts may hold out for a time against fairness and trade sentiment, but eventually the docking of receipts will be stopped. It is an indefensible steal. The shipper stands the shortage from the wagon scale to the hopper scale in the terminal market. The man who buys it from him should stand the shortage during his ownership. If he cannot afford to do so, he is not buying the grain right.

NO RAILROAD COMPANY which long makes it a practice to ignore claims of shippers along its line, can expect to retain the good will and moral support of its patrons. The U. P. R. R. seems to lack time even to consider many claims filed by its patrons; hence they have seen fit to denounce it publicly and have protested against the methods of its claim department. If the Kansas shippers who met, recently at Salina will follow up their denunciation with individual protest to head officers, more attention will soon be given to claims and fewer just ones refused.

IF FARMERS desire to contract sale of their grain, then in their own interests, they should insist upon having some written agreement regarding price, grade and quantity, in order that they may avoid disputes and expensive law suits. By placing contracts in writing, the parties thereto simply show their earnestness and honest intentions. If either lacks the intention of fairness, he of course hesitates to sign the contract. Verbal contracts for amounts in excess of \$50 are not legal in many of the grain growing states, hence cannot be enforced, even if a score of witnesses swear to the same thing.

THE MULTIPLICITY of grain trade organizations having trade rules causes much confusion in the minds of the grain dealers, and helps to minimize the force and influence of all rules. If all grain trade organizations were to join hands in the general adoption of uniform rules, their value would be enhanced, because it would then be incumbent upon every member of the trade to familiarize himself with the uniform rules. For years the National Ass'n. has been striving to bring about uniform rules and methods in hope of simplifying the business and minimizing disputes and differences. The National Ass'n. will soon undertake the general revision of its trade rules, in hope of making them more in keeping with the needs of the trade of today. In this the committee will need the assistance of every progressive dealer who believes in uniformity. Any suggestions for changes will be most welcome to our columns.

AN ILLINOIS SHIPPER whose letter appears in this number, demands that Illinois politicians take full control of the inspection of grain at Cairo. The trade has found the political grading so unsatisfactory in nearly every market tried, it is decidedly surprising to have a prominent shipper even suggest more political grain inspection departments. Another correspondent, whose shipment was erroneously graded and afterward correctly graded by the same inspector, makes a better suggestion, in that he desires the shippers to be given some voice in the management of the department.

THE SUPPLY of cars is continually proving inadequate to the needs of shippers at many points, and some have complained of their inability to obtain cars equal to their needs. Naturally the apportionment of cars at the stations, among the different applicants is always debated; whenever cars become scarce; hence we are now receiving queries as to what constitutes an equitable distribution of cars among the applicants. The moving spirit of the state railroad commissions is that cars should be apportioned among applicants in proportion to their actual needs, without any regard whatever to the number of cars applied for.

WESTERN RAILROADS have again denied their intention of advancing freight rates on grain, but at the same time, the Missouri Railroad Commission granted a hearing to railroad representatives to discuss this very subject. Country grain buyers are interested in reasonable rates. Extortionate rates will surely throttle their business. Under the existing rate schedule, the railroads have been able to pay handsome dividends on the actual money invested, as well as on millions of dollars, representing the water in their stock. If the Federal Government does its full duty, they will not long continue paying dividends on the water.

RAILROAD OFFICIALS for several years have been striving to check the anti-railroad agitation by inducing many trade organizations to adopt resolutions favoring more leniency for railroad companies. It being the practice of many trade associations to adopt resolutions after once being presented, many of the railroads' proposals have been endorsed without objection, altho members were at heart bitterly opposed to praising or patting any railroad company. The railroads of the country have continued to force unreasonable burdens upon the shipping public, in defiance of petitions and protests, hence it would be quite unnatural for shippers to endorse them. The adoption of the resolutions by the millers and grain dealers is due, not to the fear of the railroads, but simply to a natural lethargy and aversion to controversy.

THE ELEVATOR man who does not record every business transaction when he buys and sells grain is not in position to go into court and prove his loss, to the satisfaction of an unprejudiced jury, or many of the insurance adjusters. Disputes over salvage from recent fires have developed the fact that some grain elevator operators have little idea of their financial condition and simply drift along from one year to another hoping that the sheriff will not catch them. If they conducted their business in a business-like way and took a trial balance each month, showing the total amount of their loss, they would be more disposed to banish the Nail Keg Club and conduct their business according to modern ideas.

MOST of the railroads have abandoned their efforts to force upon the grain shippers of the country, an arbitrary dockage, to allow for so-called natural shrinkage, because they could not prove that the grain did shrink or otherwise justify any deduction from shrinkage claims. The L. S. & M. S. R. R., one of the most prosperous railroads in the country, however, continues to insist on dockage, principally because it wants to discourage shortage claims. Shippers along other lines have put an end to this extortion by promptly protesting against the exaction, and demanding proof of its justness. A little organized work has brot the traffic managers of other lines to their senses, and this is all that is needed to reform the practice of the Lake Shore.

THE WESTERN Union Telegraph Co., which for many years has been a close ally of the bucket-shops, is now said to be removing its wires from these unlawful betting joints. It may be fortunate for the Western Union that it has taken this step, because it already stands indicted for supplying quotations to bucket-shops in Washington, D. C. If the telegraph companies had always kept faith with the grain exchanges, these nefarious gambling joints would long since have been driven out of business. The legitimate exchanges have suffered more from misrepresentation by the bucket-shops than from their competition. Every little town has had a hole in the wall, misbranded, "Board of Trade" or "Stock Exchange," until the average bucolic has come to look upon every important exchange as little more than a large bucket-shop, where contracts are fulfilled only when it is to the advantage of the manager to do so. The telegraph companies have often promised not to supply bucket-shops, but the next minute they were entering into new contracts. It may be that as soon as the Interstate Commerce Commission has full control of all interstate telephone and telegraf lines, the support of the line companies will be withdrawn from the bucket-shop. Until they are forced to

abandon this profitable source of revenue they can hardly be expected to desert the field voluntarily or willingly.

THE UNLOADING of shipments in some markets is so long delayed after the date of arrival and inspection that shippers must necessarily continue to protest against the slow movement of grain about the terminals, otherwise the profits will be absorbed by interest charges on advances made. The movement of grain would be greatly facilitated if sufficient pressure was brot on the railroad companies to impress them with the importance of doing so. The trouble is, shippers permit the grain to be retained in cars from one to four months, while it is spoiled, swallow the loss and think there is no recourse. This is a mistake. Unreasonable delays are not defensible in any court and any damages to grain resulting therefrom should be made good by the railroad company delaying the grain. It may seem a discouraging fight, but the vigilant persistent shipper is sure to win if he will stand for his rights.

SHIPPERS WANT REPRESENTATION ON INSPECTION BOARDS.

In "Letters from Dealers" in this number, a shipper who has recently suffered loss by reason of Inspector's lack of familiarity with his rules, demands that shippers be given some representation in Exchange committees which select and employ the grain inspectors in terminal markets.

The suggestion is most pertinent and reasonable. The shippers to a market, the millers and other buyers in a market pay the fees which support the inspection and weighing departments and they are fully entitled to a voice in the making of the rules governing the grading, as well as in the selection of men to grade according to the rules.

Many outsiders are members of the different grain exchanges, and frequently visit them. They would do so oftener and have more confidence in the market if given a voice in the management of the departments which they support. The request is quite natural and no doubt many receivers in every market will be glad to have the outsiders share in the responsibility for the work of the weighing and inspection departments.

As to the responsibility of the Chamber of Commerce for shipper's loss on the second car shipped to fill contract, there seems some opportunity for debate. Had the shipper suffered this loss on the first car which was wrongly graded by the inspector, then it would be a comparatively easy matter to obtain judgment for damages against the Exchange, as the erroneous grading was not denied at any time, by any one interested in the transaction.

CITY SCALE WEIGHTS.

Grain dealers located at stations where they are forced to buy grain on city scale weights, cannot always depend on the weights being correct, as city scales get out of order just as quickly, if not quicker, than scales operated by the man who is buying the produce, and hence is interested in having them weighed properly. The grain men of Manitowoc, Wis., have found a new objection to political weighmen, having occasionally been asked to pay \$10 or \$15 to the City Weigh Master for the appointment of deputy weighers, have naturally protested against the re-appointment of City Weigh Master Becker and the City Council is now investigating.

If more publicity were given to the shortcomings of the city scale methods, fewer city governments would undertake this work. If the grain dealers are willing that the city should do the weighing, then they have more confidence in the local government than most of the town councils merit. The frequent changes of officers whose private business interests prevent their giving much attention to public business, make it quite unlikely that they shall devote much time to duties for which they receive no compensation.

BUYING BY GRADE.

Country shippers must sell grain by grade, they know this, and in spite of all their experience they buy grain by kind, and with utter disregard of its quality. When country buyers grade purchases by the same rules they expect their sales to be graded by, they will be more likely to realize a living profit from their business and receive fewer disappointing accounts of sales.

The agricultural departments, experimental stations, grain dealers ass'ns, grain dealers and farmers journals are all working to encourage farmers to grow grain of a better quality, and the work of all this is thwarted by the country grain buyer who does not grade his purchases.

If the shiftless lazy farmer who grows inferior grain of poor variety, can get as much per bushel for his grain as the scientific farmer who studies and strives to produce the best obtainable from his soil, then both are discouraged from making any effort at improvement, because it brings no additional compensation.

Buyers who buy by grade pursue a safer method and realize a profit both for themselves and the farmers, far beyond the hopes of the shiftless buyer who gives no heed to grades. Some buyers find so much satisfaction for themselves and customers in buying by grade that they have gone even further and today are buying wheat and barley cleaned. If a farmer delivers grain containing a lot of chaff, it is cleaned out and returned to him, and the grain re-weighed.

Keep an average sample of each car shipped, sealed in a mason jar, and when you get the certificate of inspection re-examine the sample carefully. Then re-seal both in the jar as an aid to grading purchases properly.

"There never has been a success in business where system was not in evidence as the first and chief contributing cause. System is even more essential to success than capital, for the latter can only for a short time bridge over the difficulties which are bound to overtake a business wherein a complete system is a stranger."
—William Deering.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

LAKE SHORE DOCKING CLAIMS.

Grain Dealers Journal: I note your editorial in which you wish to have the names of railroads demanding $\frac{1}{2}$ of 1% dockage for shrinkage before paying claims. The Lake Shore Ry. Co. is not only demanding, but it is insisting upon it, and the shortage in question is on a car which arrived out of condition, leaking at the end. There might be some valid reason why the claim should have a small amount deducted providing the car arrived in good condition. When a car arrives out of condition, it occurs to us the claim should be paid in full. Very truly yours, W. J. K.

DANGER OF SHAFTING THROUGH BIN.

Grain Dealers Journal: Experience has taught me the disadvantage of running a shaft through a grain bin. The settling of the bin walls can never be determined

inserted a three-inch gas pipe about the shafting, I found myself in possession of about fifty bushels of badly smoked wheat. The season was early, so I was able to feed out the off grade stuff in such small lots that it caused no trouble. But naturally I had all the evidence that was needed to convince me that I had had the right opinion of the wooden trough over the shafting, and that it was as worthless as I had claimed to the millwright.—G. A. Lyman, Ft. Worth, Tex.

FARMERS FIND REGULAR DEALERS NO ROBBERS.

Grain Dealers Journal: Illinois farmers have been organizing elevator companies and forcing the regular dealers to sell their plants to them during the past few years, until the regular dealer does not have the courage to spend an extra dollar either to improve or to rebuild.

I think the farmers will see their mistake too late as some of them are not finding very much comfort in the grain business, and are becoming reconciled to the fact that the regular dealer is not the thief the agitators said he was.—Geo. O. Cox, Gilman, Ill.

DOES EXCHANGE MEMBERSHIP MEAN ANYTHING?

Grain Dealers Journal: We notice there is quite a little agitation going on among dealers relative to confining their sales to members of different Grain Exchanges. In some cases this may help the shipper and in other instances not. Our experience is that he has no protection unless his broker belongs to the same Exchange and will stand up for the shipper's interest.

We have a case now where a Buffalo broker sold for us to a party located at Jamaica, N. Y., just outside of New York City, and a member of the New York Produce Exchange, a car of Salvage Wheat by sample. The sample

same kind of wheat, and to notify the same firm we had ours sold to. While our customer is a member of the New York Produce Exchange, we have no redress, but a loss of \$493.

The original shipper knew when second car was ordered forward that there was only one dealer at Jamaica and that it strange they should be buying two cars of chicken feed wheat since first one contained over 1,300 bus.—W. H. Y.

DISSATISFIED WITH CAIRO INSPECTION.

Editor Grain Dealers Journal: We would request that any Illinois shippers who have been putting corn into Cairo during the past 60 days and have reasons to object to the grading, would correspond with the undersigned.

Our experience in the past 60 days in shipping to Cairo market has demonstrated the fact that that market is now demanding practically No. 1 white corn to fill a No. 3 white corn sale. Corn we shipped to Cairo graded No. 4 white there. Buyer proposed to discount us 4c and 5c per bu. but we reshipped it to New Orleans where it graded No. 3 white and was applied on contract without any exceptions whatever.

To our mind it is time for the Illinois Grain Dealers to demand of the Railroad & Warehouse Commissioners regular state inspection in Cairo as well as all other markets within the State of Illinois.—Yours truly, Shellabarger Elevator Co. W. L. Shellabarger, Sec'y, Decatur, Ill.

POOR RAILROAD SERVICE AT NON-COMPETITIVE POINTS.

Grain Dealers Journal: During the past winter the trade has been subjected to great losses by inability to get cars, and the slow movement of loads to market, and this in a winter when there was more early contracting than ever before in the history of the trade.

Is the public getting better service to compensate for greatly increased rates? Examples are too numerous to mention, but I recall one case where a car was a little over 40 days going about 120 miles to St. Louis. The car arrived hot, and black as a hat; sold at 39c delivered, as against a market of 64c for No. 3. In many cases cars stayed on the elevator tracks over two weeks without moving after loading. I recall one whole division practically unable to get cars, and at the same time, one elevator on a parallel division got 14 cars in three days, altho this same elevator only had two cars in the previous 21 days. Such successive supply at the expense of other points is as inequitable as a continuance of car shortage.

Some allowance must be made for the unusually severe weather of the winter which greatly increased transportation difficulties, but the most biased friend of the railways could not claim this as an adequate excuse for the inefficiency of the railways during the last winter. This excuse is not sufficient for four dead engines in one town, and 26 disabled at the same time on a short division, but is simply proof of the lack of thoro repair of the motive power.

No new equipment took the place of that sent to the scrap heap during the two years following the panic and, consequently, the total number of engines and cars in an efficient condition was below normal, and entirely unequal to the task of moving merchandise and grain.



Inverted Trough Covering Shaft in Bin Burned Thru by Friction.

accurately, hence the shaft may be called upon to sustain weight as well as to transmit power.

Once when in charge of an elevator at Billings, Okla., the traveling millwright, who attempted to keep the line in repair, ran a $1\frac{1}{8}$ -inch shaft through the middle of a wheat bin. I objected, but he insisted that it was all right, and in order to quiet my fears, he protected it by an inverted trough, something like is shown at "B" in the illustration herewith.

One hot day when I was receiving and loading out faster than was contemplated, I was given a cold chill by the smell of burning wood. I immediately ran to the elevator head, but could find no evidences of fire. An examination of boot and bearings gave further mystery to my suspicion, and it was several hours before I found what was burning. The wheat pouring into the bin had broken down the trough over the shaft, so as to press it tight against the shaft, and friction did the rest. When I uncovered the shafting, the trough was partially burned away, as is shown by figure A.

After I had cleaned up the muss, and

showed the wheat had been wet and, of course, had some smell, as any grain will have after being wet.

Our car was shipped on time, but on arrival was refused, it was said, on account of its having some smell (whoever heard of Salvage Wheat that did not have some smell)? Certainly a well posted, honest dealer would not be expecting milling wheat at 93c when good wheat was worth \$1.30.

It transpires that our customer after buying our car had an opportunity a little later to buy another car of the same wheat and from the same bin in Milwaukee at a less price (market having declined in the meantime), and took it.

When the low priced car came in, it was accepted and unloaded, while ours was allowed to stand on track, refused on account of having a smell. The cheaper car from the same bin (and we are prepared to prove it) on account of being cheaper, but with the same salvage smell, was accepted.

When we came to investigate it, we found from the original shipper that he shipped both cars to the same point, the

The grain man at local points bore more than his share of the burden of this condition, and his interests were neglected, while equipment was skinned from the lines to take care of industries from the terminal points for competitive business.

Is it not fair to say that because grain at local points must stay until the railway gets ready to handle it that our interests are neglected for the sake of competitive business? The transportation difficulties of the local grain man are now more severe than prevailed years ago when cars and engines were not over half the present capacity. A steadily increasing size of country elevators is evidence of this fact, and that the total equipment is less in proportion to the total tonnage offered for some than was true several years ago, and that the railroads have not kept pace with the increasing industrial movement.

Let us have a square deal in this most important matter. Have we any recourse? I understand there is a law on our statutes compelling railways to furnish cars in a reasonable time, but it is ineffective because there is no adequate penalty and a small fine of one dollar per day, insufficient of itself, does not go to the shipper but to the state.

We need reciprocal demurrage to obtain equipment, and an adequate law and penalty for the reasonable movement of cars after loading.—R. C. Baldwin, Bloomington, Ill.

Teosinte, The Primitive Corn.

The United States Department of Agriculture believes it has traced the origin of Indian corn to Mexico and the primitive type to teosinte.

It is supposed that the aboriginal growers of the plant thru centuries of practice in saving the largest ears for seed succeeded in accomplishing the evolution into our present well-known Reid yellow dent and Boone County white.

This is no groundless theory, for the Department of Agriculture on the Potomac Flats near Washington, D. C., has grown hybrids with Indian corn and teosinte showing the progressive stages of the engraving herewith.

In the engraving *a* and *b* are ears of teosinte, showing an entire absence of cob, the kernels being attached to each other. *C* and *d* are ears of the first generation cross of teosinte and Indian corn. *E* and *f* are *Zea canina*, a fourth generation of hybrid teosinte and corn. All are natural size.

During my work in investigating conditions in the grain trade I have been impressed with one point. Most of the commercial conditions on which grain is sold and handled in the grain market by the inspection department seem to be headed toward bringing the values together instead of broadening them. Where the man who has good wheat and, through his superior intelligence and the money which he puts in his crop, raises a crop which is worth five or six cents a bushel more, they seem to be against that man. Discourage the man who has poor wheat, but the man who has good wheat pay him what belongs to him and it will not be long before we will be increasing our product, but we will be bettering the value.—John D. Shanahan, Agri. Dept.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

I. C. 141364 passed thru Elwin, Ill., southbound, June 30, loaded with white corn and leaking at end door.—G. S. Conard & Co.

Frisco 124616 leaked wheat at end of car and side at Frederick, Okla., June 27.—E. C. Boyd.

P. R. R. 57507 passed thru Arcola, Ill., in the morning of June 28, on train No. 84, loaded with white corn and leaking at side near corner of car. I called brakeman's attention to the leak.—H. D. Hall, mgr. National Eltr. Co.

G. N. 73166 passed thru Crary, N. D., June 22, east bound, leaking wheat badly over draw-bar; train did not stop long enough so I could repair.—H. J. Johnson, agt. Minnesota & Western Grain Co.

C. C. & St. L. 17303 passed thru Girard, Ill., south bound, in the morning of June 18, leaking heavily.—Kime & Gibson.

C. St. P. M. & O. 5280 passed south thru Buckingham, Ia., June 18, leaking corn on side. Train did not stop long enough for me to fix it.—H. J. Van Hauen, agt. Independent Grain Co.

Wabash 65546 passed thru Woodburn, Ind., June 18, going east, leaking mixed corn badly at side of car. Train did not stop long enough to make repairs.—E. R. Moser, sec'y-treas. Woodburn Eltr. & Mfg. Co.

I. C. 36080 came in to El Paso, Ill., June 15, leaking yellow corn. I think about 600 bus. had leaked out. Sill on east side had bursted. The car was billed to New Orleans and was transferred here.—F. J. Koerner, mgr. El Paso Eltr. Co.

C. & A. 15540 passed thru Dwight, Ill., May 21, leaking yellow corn at side of car.—E. H. Young, Streator, Ill.

Wyoming & N. W. 87818, loaded with corn, was sidetracked at Nevada, Ia., June 14, on account of broken side door (lower door) and leaking corn.—Frazier & Son.

P. R. R. 56131, loaded with yellow corn, passed thru Crescent City, Ill., June 13, going east, leaking at end where the boards are nailed to sill. Nailed boards on while train stopped.—F. Willis, eltr. foreman, Harlan & Boughton.

C. & N. W. 75750 passed thru Le Mars, Ia., June 14, north bound on the C. St. P. M. & O., leaking winter wheat.—E. L. Heller.

U. P. 67893 passed thru Foley sta., David City p. o., Neb., May 30, east bound, leaking corn thru hole in bottom of car. Nailed board on and stopped leak. Car was from Shelby, Neb.—Walter Rabb, agt. Nebraska Eltr. Co.

Wabash 66524 passed thru Millmine, Ill., going west, May 25, leaking white corn at side of car. Train did not stop long enough for me to repair.—Willis Samuel.

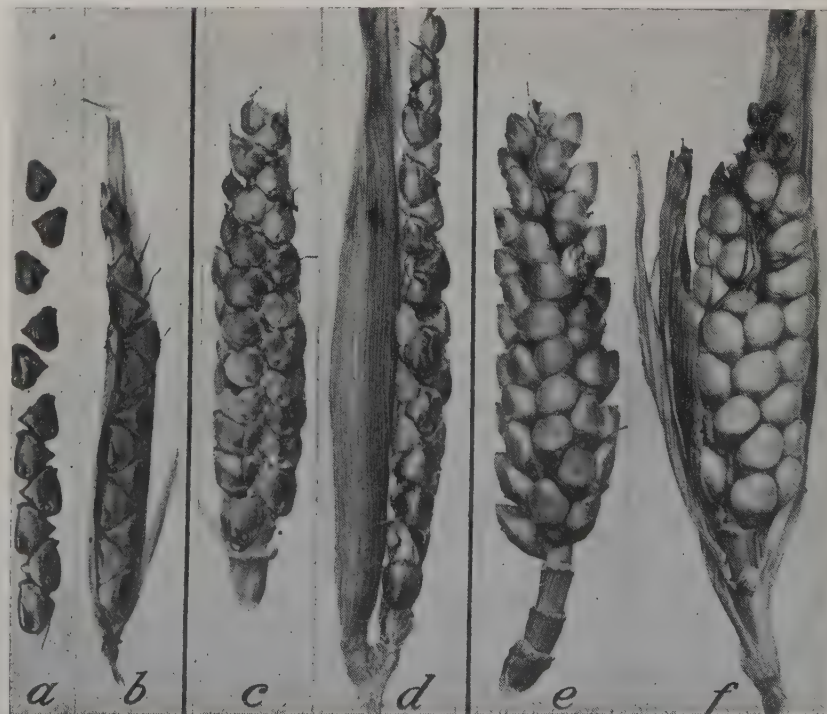
U. P. 65105 passed thru Beverly, Kan., May 25, leaking wheat quite badly at one end, Lincoln Center seal. Brakeman stuffed with gunny sack here.—M. Chamberlain.

P. R. R. 54223, eastbound leaking oats very bad from hole in floor on June 11 at Wolcott, Ind.—Wilkinson & Co.

Hutchinson Board of Trade Entertains Shippers.

In the evening of July 6 the Hutchinson Board of Trade entertained 36 visiting grain dealers from points tributary to this city, at a banquet with an elaborate menu. The few speeches made were brief and pointed. T. J. Templar acted as toastmaster and the following responded: Mayor F. L. Martin; F. Farnsworth of Cullison; J. D. Ehrhardt of Partridge; F. H. McNair, Halstead; J. J. Hittleson, Great Bend; Thos. Miller, Anthony; S. H. Pitts, Wichita; and William Kelly, Hutchinson, Kan.

In addition to those mentioned, the following were present as guests of the Board thruout the day and many of them until the next day: T. G. Noble of Kinsley; J. J. Randal, Lewis; James Tanner, Mullinville; W. S. Yundt, Arlington; W. W. Miller, Anthony; C. D. Jennings, C. Warkentin, Newton; J. Lyons and James O'Neill, Langdon; Jack Hupp, Pratt; A. Aitken, Sylvia; J. M. Hinshaw, Plevna; J. H. McNair, Halstead; E. A. Mowery, Raymond; O. L. Lewis, Sylvia; S. Demorett, Pretty Prairie; from this city: F. E. Hipple, T. J. Templar, J. W. Burns, J. N. Starr, C. A. Tabb, L. F. Bardwell, A. D. Beck, C. J. Hopkins, E. E. Shircliff, George Gano, J. R. Baker, James E. Ferguson, J. M. Norton, Paul Gano, Robert Bailey, L. H. Pettit, W. H. Smith, S. G. Bailey, G. Smith, C. A. Greenlee, W. K. McMillan, John Stevenson and F. D. Larabee.



Teosinte, and its Hybrids with Indian Corn. After Hartley, Yearbook Dept. of Agri., 1909.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont.—The increase in wheat exceeds that of any other field crop of Canada. The area under fall wheat as reduced by winter killing, stands at 707,200 acres, which is 45,100 acres more than last year. Its condition averages 87.65% or 5.5% higher than last year. Spring wheat has an area of 8,587,600 acres, 1,499,300 acres more than last year, and its condition is 91.49%. Oats occupy 9,864,100 acres, 561,500 more than last year, and the crop's condition, June 1, was 93.95% compared with 92.32% a year ago. The barley area is 1,834,000 acres, or 30,900 less than last year, but its condition averages 92.94% compared with 91.49% last year. The rye crop continues to decrease, but its condition is about the same as last year. The acreage of peas (386,100) is less by 7,200 acres than last year and their condition, June 1, averaged 93.01% compared with 90.59% last year. Mixed grains occupy 575,700 acres, 6,400 acres less than last year and their condition at the beginning of June was 94.72% compared with 91.71% last year. Hay and clover occupy 8,515,400 acres, 305,100 acres more than last year and their condition is 97.64% or 7.28% higher. These field crops occupy 2,359,300 more acres than last year and 4,951,050 more acres than they did in 1908. The wheat acreage has increased 40% in the last two years.—Archibald Blue, chief of the Census and Statistics Office, Dept. of Agri.

ILLINOIS.

Granville, Ill., July 2.—Corn making very rapid growth but we need rain for all crops. Much old corn back and some old oats.—Harry E. Surface, successor to the Illinois Granaries Co.

Meeks Sta., Georgetown p. o., Ill., June 28.—Good growing weather after the fine rain of Sunday night and all day yesterday. Oats and corn doing well with corn fields clean as a truck garden.—W. P. Lewis.

Warrensburg, Ill., June 29.—Wheat near cutting promises good to heavy yields on increased acreage. Oats generally good. Corn gaining in growth under most excellent conditions, with stand ample for good to heavy yields; appearances indicate normal advancement will be reached by July 4 and much will be laid by at that date; unusually heavy old stocks held over. Acreage of oats and corn normal. Hay good, supply ample for local use.—S. M.

Pontiac, Ill.—Reports received prior to July 1 from 482 stations in Illinois, north of the Vandalia road between St. Louis and Terre Haute, agreed that conditions of soil, moisture and weeds were excellent for corn which was gaining in growth daily. Of these stations 300 reported a wheat acreage of 103.3% compared with last year, which indicate 1,869,000 acres; 420 reported the condition as 80.21%; 66 stations reported 6.1% of the crop of 1909 remaining to be shipped and 342 stations reported no wheat remaining in their territory. Concerning oats, 362 stations reported an acreage of 102.75% compared with that of last year, which indicates 4,565,000 acres; 481 reported condition as 83.94%; 353 reported 7.98% of the crop of 1909 remaining to be shipped and 121 stations reported no oats remaining in their territory. The corn acreage was reported from 397 stations at 100.04% of last year or 10,304,000 acres; 478 stations reported condition at 85.68%; 466 reported 23.85% of last year's corn crop remaining to be shipped, which represents 88,190,000 bus.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n.

INDIANA.

Hatfield, Ind., July 4.—Early-sown wheat has been injured by the fly. Some are threshing and have disappointing yield. We will not have last year's yield.—Crowder & Crowder.

IOWA.

Perry, Ia., June 28.—Very little of last year's corn has moved here and little is in stock.—James Melot.

Des Moines, Ia., July 8.—By Aug. 1 farmers in the northern part of the state will have disposed of 98% of their old crop of wheat, 94% of their oats and 87% of their corn. In the southern parts of the state 99% of the wheat will have been sold, 93% of oats and 79% of the corn, while in the central sections only 77% of the wheat will be gone, 83% of the oats and 82% of the corn. The elevator men of the northern part of Iowa have in stock only 93% of the wheat, 88% of the oats and 97% of the corn that they had a year ago at this date. Those in the central sections had only 94% of the wheat, 87% of the oats and 97% of the corn of a year ago, but those in the southern part of the state have 100% of the wheat, 86% of the oats and 103% of the corn.—G. A. Wells, sec'y of the Western Grain Dealers Ass'n.

KANSAS

Pratt, Kan.—Wheat is moving good here and shows good quality.—S.

Coats, Kan., July 9.—Wheat has started to move and some fields are developing 26 bus. to the acre.—S.

Ford, Kan., July 2.—The wheat crop is the largest raised here, of excellent quality and about half harvested. Corn looks good.—E. W. Olson, mgr. Ford Eltr. & Supply Co.

Wichita, Kan., June 23.—The corn crop in this section of the state could not look any better at this time of the year. While it is a trifle late, the weather has been exceptionally fine for the farmers to clean it out. I saw some corn the other day entirely free from weeds. As one farmer expressed it, "You can see the corn growing." With seasonable rains in July Kansas will have a banner crop.—H.

Topeka, Kan., June 29.—Because of frequent reports that considerable wheat earlier than a failure would not be harvested, correspondents were requested to revise their estimates made in April. Present returns indicate creditable yields in many localities from yields in which the wheat appeared lifeless in April, and which were not plowed up for lack of time and labor. For example, in Barton, the county having the largest acreage, the abandoned area was reported in April as 27% while the June estimate is 17%. On the other hand Dickinson reported 75% worthless in April and 93% in June. Hence, while the statistics of individual counties have been shifted, the total area to be harvested aggregates about the same, or over 4,500,000 acres for the state. Not however, until the complete returns of assessors are received will it be possible to give exact figures. Growth condition of the state's probable 4,500,000 acres of wheat now averages 76% as it did in April, altho the situation has greatly changed in some localities. The northwestern part of the state shows marked declines as dry weather prevented the heads filling out. In Sumner and Cowley Counties especially and in some other localities chinch bugs damaged the later stages of the plant's development; but, in the main, growers report that wheat has filled well and that they expect a high grade. The counties having the best conditions are Comanche, 98%; Kiowa and Edwards each 96%; Rush and Cherokee, 94%; Ford, Linn and Osborne, 93%; and Pawnee County, 91%; all representing substantial gains over their April averages. The canvass reveals about the same general conditions for abandoned wheat fields as in April, when the largest percentages of losses were in the eastern half of the state, and in a number of prominent "wheat belt" counties, among which are Marion, McPherson and Dickinson, where but little wheat survived for harvest. This is also true of several of the northeastern counties, not noted for their aggregates of wheat. Harvesting is well finished in the more southern counties, and in full swing in much of the state. Corn acreage this year is probably the greatest in the history of the state because so many wheat fields were plowed up and planted to corn; condition is 80% compared with 88% in June last year and 78.8% in June, 1908. Oats acreage was also largely increased by the winter-killing of wheat, as the assessors' returns for 35 counties show a net gain of 64%. If this holds good thruout the state the year's oats will aggregate 1,600,000 acres, the largest sowing since 1893. The condition for the whole state is 86.6%. Higher conditions uniformly prevail in the eastern half of the state where the bulk of this crop is raised. 32 counties reporting 90% or better.—F. D. Coburn, sec'y State Board of Agri.

MICHIGAN.

Lansing, Mich., July 7.—The average estimated yield of wheat in the state is 17 bus. per acre. The total number of bus. of wheat marketed by the farmers in June was 136,457. The estimated yield of rye in the state is 15 bus. per acre. The condition of corn in the state is 79. The acreage of beans compared with an average for the last five years is 96. The condition is placed at 92.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Walnut Grove, Minn.—The army worm is devastating fields of timothy and grain.

Sherack (Euclid p. o.), Minn., July 6.—Yesterday's hailstorm destroyed all crops in this section and farmers are plowing their crops under. Very poor wheat crop, no oats.—M. Maruska, agt. Thorpe Eltr. Co.

St. Peter, Minn., July 8.—We have a fair stand of small grain, but must have rain to fill it out. On sandy soil small grain is drying out and will not make more than a half crop, but on heavy soil crops are good and we can harvest a fair yield if we can get rain soon.—E. J. Matteson.

Minneapolis, Minn., July 5.—From June 24 to July 1 we had exceedingly hot weather with daily local showers chiefly in North Dakota. Since July 1 the temperature has moderated and is now very satisfactory, tho we badly need a general rain. Crop prospects continue good in the western half of Minnesota and the southern half of South Dakota and fair in the southern half of the Red River valley, southeastern Minnesota, northeastern South Dakota and the Missouri River country in North Dakota. The north half of North Dakota and the Jim River valley in both states are so seriously hurt that even with favorable weather the wheat, oats and barley crops of North Dakota will probably make only 50% or 60% of last year's production. Southwestern Minnesota and the southern half of South Dakota will probably harvest better crops than last year.—The Van Dusen-Harrington Co.

MISSOURI.

Bethany, Mo., June 27.—Present indications point to a bumper oat crop and a good wheat crop. Corn, also is fine.—Bethany Mill & Eltr. Co.

Columbia, Mo., July 2.—While the wheat straw is thin on the ground, the grains are, as a rule, fine and plump, with heads pretty well filled. Wheat shows an improvement in condition of 7.1%, having advanced to 76.1 during the four weeks immediately preceding harvest. The final report as to the percentage of abandoned acreage shows only 13.9, compared with a preliminary estimate of 18.1% to be plowed up. Taking the state as a whole, wheat harvest will be finished in about 10 days. Threshing and stacking are already under way in the extreme southwest and southeast parts of the state, while farther north the harvest is only started. The percentage harvested in the whole state is 23.2. During June the oat crop made a steady and marked advance, the condition going from 83.2 at the first of June to 98.1 at harvest time. The condition of corn, for the entire state, is placed at 75.9 as compared with 67.2 one month ago, 86.4 one year ago, and 82.5 as the ten year average. While corn is being given the last plowing in some parts of the state, with a little "laid by" in some of the southern sections, 2.4 was yet to be planted at the time correspondents made their reports. The July estimate on corn acreage for the state is 98.3, compared with last year's planting of 7,205,396 acres. The condition of flax is placed at 80.4.—T. C. Wilson, sec'y Missouri State Board of Agriculture.

NEBRASKA.

Loomis, Neb., June 28.—We will have a light crop of oats. Corn still needs rain.—C. A. Johnson, mgr. H. O. Barber & Son.

Merna, Neb., July 5.—Will have a light crop of wheat and a light crop of oats because of dry weather. Corn is late because of replanting.—Jacquot & Son.

Rosalie, Neb., July 6.—Crops in this vicinity are looking good generally, will make a light yield of good quality small grain. Rain July 5, came just in time for corn.—P. Christensen, agt. McCaull-Webster Grain Co.

Eldorado, Neb., July 7.—The wheat harvest is near completion and some of the oats is ready for cutting. We have had ideal weather for harvesting and have an average yield of good quality wheat. The greater portion of the small grain will be stacked. Corn is growing fast and has made a satisfactory showing lately.—J. H. Crane, mgr. Eldorado Lbr. & Gr. Co.

Spring Ranch, Neb., July 8.—The wheat crop, to our surprise, will be better than last year. Corn, which needs rain badly, is backward, but is coming fast.—Richard Heinen.

NORTH DAKOTA.

Edmore, N. D., June 30.—Unless we have rain soon we will have no crops.—A. L. Tennis, agt. Anchor Grain Co.

Hannaford, N. D., July 8.—The crop is in bad condition, as we have had no rain since June 3.—W. M. Holton, agt. Monarch Eltr. Co.

OHIO.

Bellevue, O., July 2.—Wheat will not be as good as last season; but oats are fine and corn is doing nicely.—J. H. Mason, mgr. Bellevue Farmers Grain Co.

Toledo, O., June 29.—Generous rains past week very beneficial. Corn backward but promising. Wheat better than average crop; cutting commenced and will be general next week.—Southworth & Co.

Toledo, O., June 30.—Reports from Millersburg, O., are that oats are looking good and will make a good crop altho this is not an oat section. A few complain of wheat being thin.—Southworth & Co.

Versailles, O., July 8.—Light stand of good quality wheat slowly ripening. Corn is growing by leaps and bounds except in the clay ground and there will be a large yield of good quality oats. Wet weather is retarding haymaking.—W. C. Hile.

Columbus, O., July 1.—Wheat shows same prospective yield for the state as a whole as estimated one month ago, 93 per cent of a standard, computed upon a basis of 15 bus. per acre being standard, represented by 100 per cent. The present report shows that 2% of the original area seeded to wheat last fall was plowed up in the spring, hence the total production for the 1910 harvest shows a decline of 532,176 bus. in comparison with the estimated production of last month. From returns received from 1,158 official correspondents of this Department, we now estimate that for the present harvest there remains 1,682,374 acres, and this should produce an average of 14 bus. per acre, or 23,476,192 bus. for the state as a whole. The estimated production of wheat from the harvest of 1909 was 27,355,142 bus., an average production of 16 bus. per acre. The damage to the crop by joint worm is not as serious as earlier predicted, being estimated at but 6% for the state. In some counties the damage is quite serious, but in a majority of the counties it is of no consequence. The harvest will soon be in full blast, when the quality of the crop can be definitely determined. The prospect for oats is now estimated at 104; 100 representing a production of 30 bus. per acre. From present prospect, the harvest should produce approximately 43,571,513 bus. Corn has made remarkable growth during the past few weeks, and while one month ago the outlook was very unpromising, its present condition is most encouraging, and should weather conditions continue favorable the harvest should be most bountiful. The estimated area planted to corn is 3,006,115 acres, being 99 per cent of the area of 1909, as returned by township assessors and an increase of 130,301 acres in comparison with the estimated area reported at this time last year. Its present growing condition is estimated at 83, compared with an average. The damage by cut worms is estimated at 9 per cent, damage by grub worms 2%. The prospect for barley compared with the normal yield is 92%, while that of rye is 94%.—Ohio Dept. of Agri.

OKLAHOMA.

Oklahoma City, Okla., July 5.—The dry weather has ruined the corn crop for fifty miles from the southern state line but better conditions to the north. The state will have a good yield of good quality small grain.—W. W. Brunskill.

SOUTH DAKOTA.

Dolton, S. D., June 30.—The strong rain of the 25th put oats and wheat in fine condition, but corn is still backward. Rain is needed badly west of here.—G. G. Stahl, mgr. Reliance Elevator Co.

TENNESSEE.

Nashville, Tenn., July 6.—Continued rains in this section threaten great damage to crops. For the past nine days there has been a continuous fall of rain. A few days of hot sunshine means for Tennessee a fine yield of wheat of excellent quality. Oats, too, have been damaged to some extent by rains. The oat crop is unusually fine both as to yield and quality if proper harvest and threshing weather results during the next few days.—S.

TEXAS.

Ft. Worth, Tex., July 1.—Texas crops of wheat and oats have been largely overestimated as to yield, by interested parties. We figure on a conservative basis that Texas will raise, this year, approximately 12,000,000 bus. of wheat as a maximum crop. Our Texas oats will not exceed a maximum of 18,000,000 bus. Owing to the extreme high prices that have prevailed in Texas for the last two years, our Texas farmers are slow to turn loose either their wheat or oats at the prevailing prices. The corn crop in Texas is not as good as it was last year at this time, and the Missouri and Kansas crop is still an unknown quantity, as it is too early to forecast.—J. A. Stephenson, mgr. M. Sansom & Co.

WISCONSIN.

Milwaukee, Wis.—Timothy is damaged; clover looks fine.—Rosenberg & Lieberman.

Milwaukee, Wis., June 27.—The rainfall of June 27 assured Wisconsin of a fair crop of small grain.—Mereness & Gifford.

Milwaukee, Wis., June 29.—The April frosts and present hot weather makes the crop look doubtful tho the crops are good in the southern part of the state.—W. M. Bell.

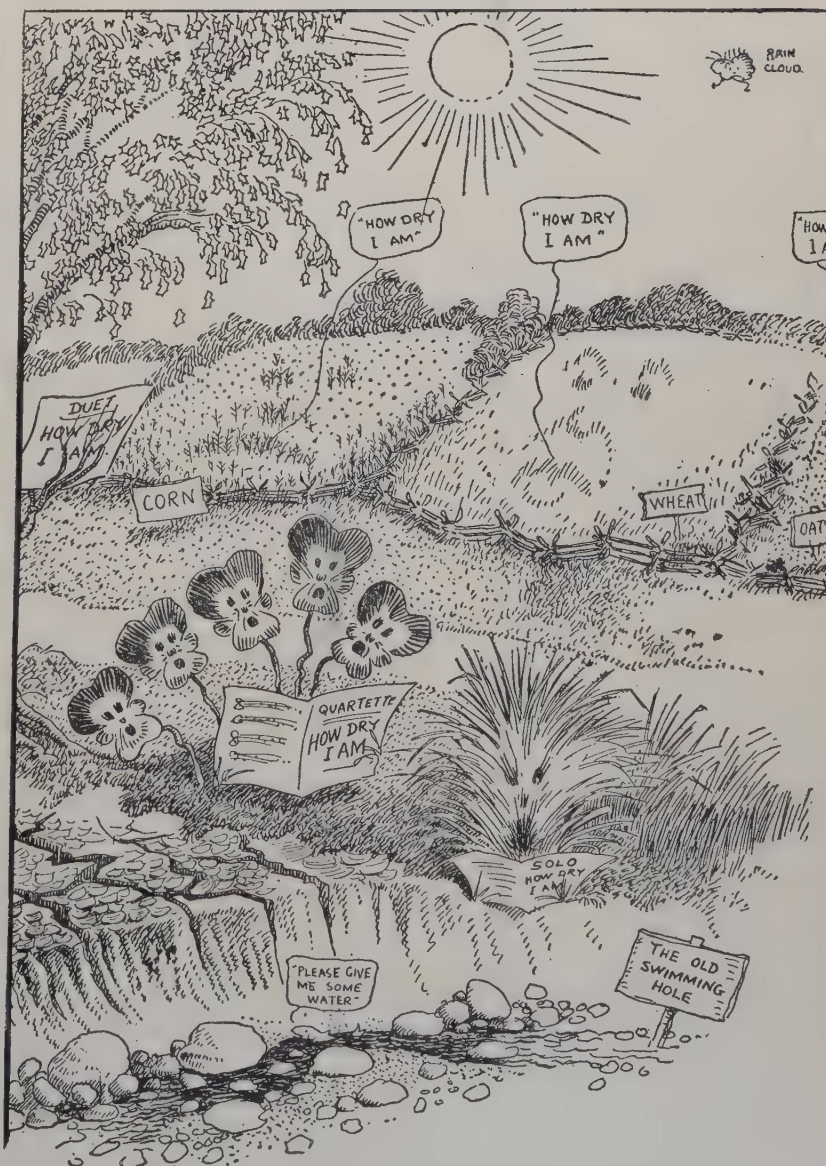
Milwaukee, Wis., June 29.—The timothy crop will be about one-third; good alfalfa and clover is being cut now. Plenty of rain would make a good crop of small grain.—F. Wendt & Co.

Madison, Wis., July 6.—Reports received from correspondents in all parts of Wisconsin represent the crop conditions as extremely critical. Except in a few favored localities the rainfall during June was extremely slight, while the sudden and marked change in temperature was not favorable to the grass and small grain crops. Upon sandy soils the extreme heat burned out the grass crops and seriously injured the growing grain. Winter grains are generally maturing in good shape and are nearly ready for the harvest. The spring sowed grains will have short straw, and the amount and quality of the grain is closely dependent upon whether rain comes in the near future. Corn has made rapid growth, and is generally in fine condition. The crop is clean, the weather having been favorable for cultivation. It is our most promising crop. The early potato crop has suffered from the drouth. Late potatoes are fair. Percentages of conditions of crops follow: Winter wheat, 85; winter rye, 85; spring wheat, 75; spring rye, 75; barley, 80; oats, 75; peas, 76; corn, 87.—John M. True, sec'y Wisconsin State Board of Agriculture.

GOVERNMENT CROP REPORT.

Washington, D. C., July 8.—The Department of Agriculture reports 62.5 as the average condition July 1 of spring wheat in North Dakota, South Dakota, Minnesota and Washington, the four states which contain more than 88 per cent of the total spring wheat acreage in the United States, against 92.3 a year ago.

The Song of the Northwest.



From the Chicago Tribune.

The average condition of spring wheat throughout the United States at the beginning of the present month was 61.6, while a year ago it was 92.7 and the ten-year average was 87.1. Comparisons for important spring wheat states follow:

| | Condition | | | |
|---------|------------------------------|---------------|---------------|------------------|
| | Pct. of U. S. acreage, 1910. | July 1, 1910. | June 1, 1909. | 10-yr. av. July. |
| N. Dak. | 36.6 | 45.0 | 93.0 | 86.0 |
| Minn. | 29.8 | 73.0 | 93.0 | 86.0 |
| S. Dak. | 18.5 | 64.0 | 92.0 | 88.0 |
| Wash. | 4.2 | 68.0 | 93.0 | 91.0 |
| U. S. | 100.0 | 61.6 | 92.8 | 87.1 |

The amount of wheat remaining on farms is estimated at 5.3 per cent of last year's crop, or about 38,739,000 bus., compared with 15,062,000 on July 1, 1909, and 38,708,000, the average amount on farms on July 1, for the past ten years.

The average condition of winter wheat on July 1, or when harvested, was 81.5, compared with 80.0 last month, 82.4 at harvest 1909, 80.6 in 1908, and 81.3 the average at time of harvest for the past ten years. Comparisons for important winter wheat states follow:

| | Condition | | | |
|-------|---------------------------------------|-----------------|-------------------------|-----------------------|
| | Pct. of U. S. acreage in state, 1910. | At h'vst, 1910. | At h'vst, June 1, 1909. | 10-year av. at h'vst. |
| Kan. | 13.9 | 72.0 | 67 | 76.0 |
| Ind. | 9.0 | 78.0 | 76 | 84.0 |
| Ill. | 7.4 | 73.0 | 71 | 87.0 |
| Neb. | 6.8 | 71.0 | 66 | 85.0 |
| Ohio | 6.7 | 82.0 | 81 | 78.0 |
| Mo. | 6.3 | 76.0 | 72 | 85.0 |
| Penn. | 5.4 | 90.0 | 90 | 91.0 |
| Okla. | 5.4 | 90.0 | 85 | 77.0 |
| Tex. | 4.3 | 90.0 | 90 | 56.0 |
| Cal. | 3.7 | 88.0 | 90 | 77.0 |
| Tenn. | 3.1 | 86.0 | 83 | 85.0 |
| Mich. | 3.0 | 83.0 | 82 | 88.0 |
| Va. | 2.7 | 91.0 | 95 | 89.0 |
| Md. | 2.7 | 93.0 | 93 | 85.0 |
| Ky. | 2.5 | 85.0 | 79 | 83.0 |
| Wash. | 2.3 | 77.0 | 90 | 90.0 |
| N. C. | 2.2 | 95.0 | 90 | 89.0 |
| S. C. | 2.2 | 84.0 | 82 | 83.0 |
| Ore. | 1.6 | 88.0 | 92 | 80.0 |
| N. Y. | 1.5 | 96.0 | 95 | 88.0 |
| U. S. | 100.0 | 81.5 | 80 | 82.4 |

The average condition on July 1 of spring and winter wheat combined was 73.5, against 85.2 last month, 86.5 on July 1, 1909; 83.9 July 1, 1908, and 84.0 the ten-year average on July 1.

The preliminary estimate of the area of corn planted is 114,083,000 acres, an increase of 5,312,000 acres, 49% compared with the final estimate of last year's acreage.

The average condition of corn crop on July 1 was 85.4, compared with 89.3 on July 1, 1909; 82.8 on July 1, 1908, and 85.1 the ten-year average on July 1. Comparisons for important corn states follow:

| | Condition | | | |
|-------|-----------------------------|--------------|---------------|--------------|
| | Pct. of 1909 acreage, 1910. | Acres, 1910. | July 1, 1910. | Ten-year av. |
| Ill. | 103.0 | 10,609,000 | 84.0 | 94.0 |
| Iowa | 103.0 | 9,476,000 | 84.0 | 86.0 |
| Tex. | 110.0 | 8,965,000 | 82.0 | 82.0 |
| Kan. | 115.0 | 8,912,000 | 83.0 | 91.0 |
| Mo. | 102.0 | 8,262,000 | 82.0 | 91.0 |
| Neb. | 103.0 | 8,060,000 | 86.0 | 91.0 |
| Okla. | 97.0 | 5,772,000 | 82.0 | 94.0 |
| Ind. | 104.0 | 5,110,000 | 84.0 | 93.0 |
| Ga. | 103.0 | 4,532,000 | 93.0 | 90.0 |
| Ohio | 102.0 | 3,952,000 | 85.0 | 90.0 |
| Tenn. | 104.0 | 3,718,000 | 88.0 | 80.0 |
| Ky. | 102.0 | 3,639,000 | 85.0 | 89.0 |
| Ala. | 109.0 | 3,524,000 | 94.0 | 77.0 |
| Miss. | 115.0 | 3,232,000 | 96.0 | 72.0 |
| N. C. | 106.0 | 3,072,000 | 89.0 | 83.0 |
| Ark. | 103.0 | 2,884,000 | 88.0 | 91.0 |
| La. | 112.0 | 2,493,000 | 89.0 | 91.0 |
| S. C. | 109.0 | 2,418,000 | 87.0 | 87.0 |
| S. D. | 105.0 | 2,162,000 | 85.0 | 93.0 |
| Va. | 105.0 | 2,142,000 | 87.0 | 90.0 |
| Mich. | 102.0 | 2,016,000 | 78.0 | 86.0 |
| Minn. | 102.0 | 1,724,000 | 87.0 | 91.0 |
| Penn. | 104.0 | 1,586,000 | 88.0 | 92.0 |
| Wis. | 102.0 | 1,564,000 | 83.0 | 89.0 |
| U. S. | 104.9 | 114,083,000 | 85.4 | 89.3 |

The average condition of barley on July 1 was 73.7, compared with 89.6 last month, 90.2 on July 1, 1909; 86.2 on July 1, 1908, and 88.1, the ten-year average on July 1.

The average condition of rye on July 1 was 87.5, compared with 90.6 last month, 91.4 on July 1, 1909; 91.2 on July 1, 1908, and 90.4, the ten-year average on July 1.

The acreage of flax is estimated at 3,103,000 acres, or 361,000 acres (13.2 per cent) more than last year. The condition of the crop on July 1 was 65, compared with 95.1 on July 1, 1909; 92.5 on July 1, 1908; 91.2 on July 1, 1907, and 91.1, the average on July 1 for seven years.

The average condition of the hay crop on July 1 was 80.2, compared with 86.1 last month; 87.8 on July 1, 1909, and 92.6 on July 1, 1908.

The average condition of the oat crop on July 1 was 82.2, compared with 91.0 last month; 88.3 July 1, 1909; 85.7 July 1, 1908, and 86.6 the ten-year average on July 1. Comparisons for important oat states follow:

| | Condition | | | |
|-------|------------------------------|---------------|---------------|-----------------------|
| | Pct. of U. S. acreage, 1910. | July 1, 1910. | June 1, 1909. | Ten-year av. July av. |
| Ill. | 13.0 | 86.0 | 94.0 | 84.0 |
| Iowa | 12.5 | 85.0 | 92.0 | 83.0 |
| Minn. | 8.0 | 67.0 | 89.0 | 88.0 |
| Neb. | 7.6 | 77.0 | 87.0 | 81.0 |
| Wis. | 6.7 | 79.0 | 91.0 | 91.0 |
| Ind. | 5.5 | 86.0 | 93.0 | 84.0 |
| Ohio | 5.1 | 94.0 | 93.0 | 88.0 |
| N. D. | 4.7 | 42.0 | 90.0 | 86.0 |
| Mich. | 4.4 | 87.0 | 91.0 | 86.0 |
| S. D. | 4.3 | 63.0 | 89.0 | 91.0 |
| N. Y. | 3.9 | 95.0 | 95.0 | 86.0 |
| Kan. | 3.4 | 90.0 | 84.0 | 87.0 |
| Penn. | 2.9 | 97.0 | 93.0 | 90.0 |
| U. S. | 100.0 | 82.2 | 91.0 | 88.3 |

Value of Exchange Membership.

The badge of membership in any organization is worth just what the members choose to make it, and it would seem that no grain exchange could afford to permit membership to stand for any but honorable and fair dealing. The exchange which upholds a member in swindling or cheating an outside patron or even tolerates such action gives notice to the trade that whenever it comes to a question of a loss to a member, or a non-member, the member will be upheld, regardless of the principles involved or the interests at stake.

A shipper whose communication appears in "Letters from Dealers" this number complains most bitterly, and apparently with just cause, against the treatment received from a member of the New York Produce Exchange. It would seem that the matter is one worthy of arbitration. If the New York Exchange is not in a position to require arbitration, then the shipper should offer to arbitrate it before the National Ass'n's Arbitration Committee.

If the buyer who is charged with having refused the first car of the same wheat he afterward accepted, has any excuse whatever for turning down the first car, he should be willing to arbitrate the difference before any disinterested committee. Refusing to arbitrate he could be published for such refusal, even tho not a member of the National Ass'n.

It is to the interest of the trade that dealers who indulge in sharp practices of this character be published, so that others may be placed on their guard and assisted to avoid falling into a similar trap. In the meantime, if any exchange sees fit to uphold a member who indulges in dishonest dealings of this character, it must expect to suffer by his actions and his reputation.

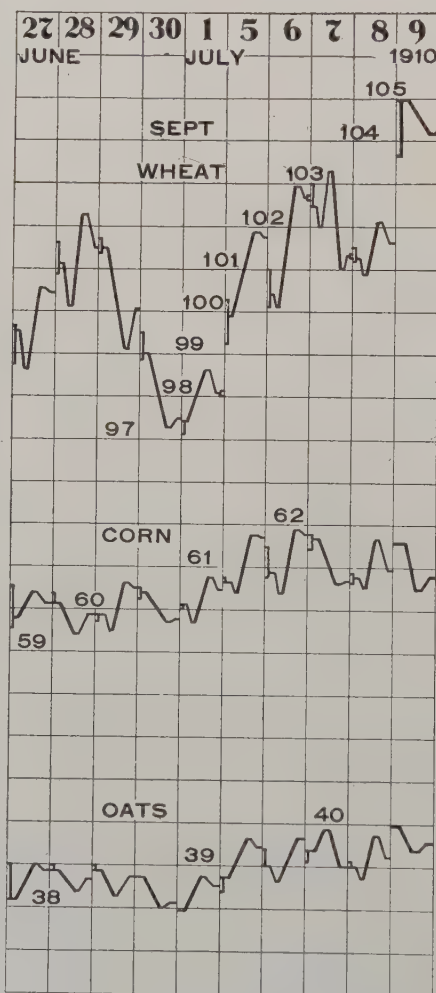
An exchange, to command the confidence and respect of all members of the trade must first of all stand for a square deal for patrons as well as for members. Any deviation from the straight and narrow path will surely reflect on the aims and motives of the organization.

The law prohibiting railroads from charging more for hauling freight a short distance than for a longer distance in the same direction was upheld June 28 by the Missouri Supreme Court.

Telegraph and telephone lines are placed under control of the Interstate Commerce Commission for the first time, in the law effective Aug. 18, and thereafter alleged discrimination will be corrected and the rates made just and reasonable in the judgment of the Commission. Commercial telegraph systems in 1907 included 1,580,000 miles of wire, and the telephone lines 13,000,000 miles. The gross receipts from the operation of telegraph and telephone lines in 1907 was \$45,255,187, and the operating expense \$36,579,093.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to July 10 are given on the chart herewith.



Most of the clover and timothy seed imported into Germany comes from Russia, France and Bohemia. For a while, several of the dealers bot their seed direct from this country, but soon complained of the quality of it and also objected to paying cash on bills of lading. As the result of this, the dealers have renewed buying from other countries. Both clover and timothy are admitted to Germany free of duty under the conventional or "favored nation" tariff.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

APPORTIONMENT OF CARS BETWEEN ELEVATORS OR SHIPPERS?

Grain Dealers Journal: Where a shipper owns 2 elevators at one station, has grain in both, and mostly has but one in operation, is it a ruling that the railroad company must consider the 2 elevators the same as 2 firms and furnish cars to one or both of the elevators as directed by the shipper, that is, on an allotment of one car to each house the shipper directs that 2 cars be furnished to one of the houses? I have no competitor at the station in question. Replies from Journal readers who have had experience will be appreciated.—Illinois Shipper.

WHO'S TO BLAME?

Grain Dealers Journal: On Feb. 15th, 1910, we loaded Pennsylvania car No. 50101 with white oats and billed same to Chicago. Car arrived at Hawthorne yards March 3d, where the grain was inspected March 4th, on the Freeport Division of the I. C. R. R., as 3 White Oats. It was delivered to C. J. Ry. Stock Yards, March 9th, and taken to the Wabash elevator yard. On March 15th, it was returned to the I. C. Railroad at Fordham. Later it was taken to Heisler & Young's, 40th and Stewart ave., and unloaded March 23d. On March 29th, W. J. Byrnes & Co. wrote my commission man that the net weight of the car's contents was 52900. I was charged \$4.78 interest on my draft from Feb. 17th to March 30th, forty-one days.

I would like to know who was to blame for this delay in unloading my grain. It does not seem right that I should be charged interest, be taxed for the delays of others. If \$4.78 was the total of my losses for interest on last season's shipments, I would forget it, but this is merely a fair sample of losses which have been unjustly forced upon me in Chicago.

If any one can suggest a remedy or point out a way whereby I can escape these unfair charges, I would be pleased to know of it.—H. J. Pitcher & Sons.

Ans.: The rule of the Chicago Board of Trade is that shippers shall be charged interest on drafts from the date they are paid, up to the date grain is unloaded and weighed. Until weights are obtained, settlement is not possible.

IS EXCHANGE RESPONSIBLE FOR LOSS CAUSED BY INSPECTOR'S ERROR?

Grain Dealers Journal: Last February we shipped a car of white wheat W. L. E. No. 21237 to Cincinnati. The inspector graded it No. 3 on account of weighing 58 lbs. Chief Inspector Munson claims that most of the wheat handled in that market is either red, or red and white mixed, and must test 58 lbs. to grade No. 2. The Inspector overlooked the rule which requires white wheat to

test only 56 lbs., in order to grade No. 2.

Inasmuch as time for delivery had not expired, we immediately started another car of white wheat to Cincinnati, but before its arrival our representative in that market had discovered the error, applied for reinspection and secured a grade of No. 2 white; so that it was incumbent upon buyer to accept this car on the contract. Before the second car arrived the market declined 9 cents and we suffered a loss of \$90.

Inasmuch as the country shipper is charged with weighing and inspection fees, we believe he is entitled to reliable services, or compensation for loss caused by such careless work. We presented a bill to the Cincinnati Chamber of Commerce for \$90, which was our actual loss, due to error of the Inspector, but our claim was refused. We think our claim is a just one and would be pleased to hear from other shippers, whether they have experienced similar losses, or expect to, in the near future.

If shippers are to bear the expense of Weighing and Inspection Departments, as well as the burden of their blunders, then we think it is high time shippers had some voice in the selection of inspectors.

Yours for more uniform and reliable gradings.—Seco.

Objection Should Be Made on Receipt of Confirmations.

The circuit court of the western district of Missouri in the case of Texas Star Flour Mills v. Moore Grain Co. recently decided the following five points:

When a rule of a board of trade provides for official sampling, the parties to a contract providing for approval by a board of trade sampler are bound by his grading.

A contract for the sale of wheat f. o. b. means that the wheat should be inspected there.

Having brot suit on a declared express warranty, recovery can not be had on an implied one.

Representations made by seller of the quality of an article which the buyer refused can not be attached to a subsequent contract in writing, in which the former representations are not repeated.

Representation that the grain offered is "good wheat" is mere puffing and has no legal force.

No charge of fraud was made, the action being a simple one for breach of contract.

Defendants sent to plaintiff a telegram offering sample red wheat at 1½c over Chicago May f. o. b. Kansas City. "Our weights and inspection within 10 days. Shipment subject to your immediate reply by telegraph." To which, on that day, the plaintiff replied by telegram, directing to express sample and make price 10,000 bus. No. 2 winter wheat. From which it is manifest that the proposals made by the defendants embraced two distinct features: (1) That it was on defendants' weight and inspection. (2) That it was subject to the plaintiff's immediate reply by telegram. The reply sent was to express sample and make price 10,000 bus. No. 2 red wheat. The defendants did not accept such counter proposition to ship No. 2 red wheat. But their proposal was a sale to be made by sample; and, as no price was fixed, the contract was yet incomplete. Thereafter the defendants answered, "We booked you 10,000 bus. sample red wheat 93¼ Kansas City"—inquiring as to what routing the plaintiff wished.

Thus the purchaser was again advised that what the defendants were offering and selling was sample red wheat at the price of 93¼ at Kansas City f. o. b. The answer made to this by the plaintiff was simply a direction as to the routing of the cars.

The additional 10,000 bus. of wheat was sold on second telegram, which offer the plaintiff then accepted. As the defendants had sold 5,000 bus. of the 15,000 bus. offered, they shipped only 10,000 bus., which the plaintiff accepted.

The only difference, therefore, in the two transactions of the 18th and 19th days of February, is that the first shipment was "on our inspection," and the second named Hiddleston as the inspector. Both sales were by sample and on inspection on Kansas City Board of Trade. While the sample sent was not a large express sample as requested by the plaintiff, the sample sent was received by the plaintiff without objection made at the time to the smaller quantity; and the inspection was made as proposed at Kansas City. The official certificate thereof was made by the duly constituted and recognized inspector at Kansas City according to the rules and regulations of the Board of Trade, with which the plaintiff, as a dealer, was familiar.

Confirmations of these sales were duly forwarded by the defendants; one reciting on its face that "this contract is subject to the rules and regulations of the Kansas City Board of Trade," and further stating on its face, "Subject approval J. J. Hiddleston." The other contained the same recitations on its face. These confirmations were accepted by the plaintiff on receipt, and returned to the defendants without objection.

These confirmations with the acknowledgment thereof were a clear recognition by the plaintiff: (1) That the transaction was subject to the rules and regulations of the Kansas City Board of Trade; and (2) that it was subject to Hiddleston's inspection. If the plaintiff did not so understand the telegrams and letters, the time for it to say so was on receipt of the confirmations.

The mere fact that the buyer has the right to inspect goods before acceptance does not necessarily mean that the inspection is to be made at the residence or place of business of the buyer. He might inspect at the seller's place of business; but, if the contract provides for the delivery at a particular place, he must accept or reject at that place, unless otherwise provided for in the contract. In short, a contract to deliver at one place cannot be made to mean delivery at another place, because the buyer lives there and has a right to inspect the goods, 177 Fed. 744.

The Chamber of Commerce of Dusseldorf, Germany, has petitioned the Reichsbund for permission to establish a grain futures market similar to that in Berlin.

An official of the C. & N. W. R'wy. who has returned lately from the Northwest, says that the banks at St. Paul, Minneapolis, and all important towns beyond have refused to lend money for land speculation. He said that the farmers interested in these deals, relying upon themselves, drew heavily upon their deposits and running short, applied to the banks for loans. They were promptly met with refusals, and as a result the banks have plenty of funds, and during the crop-moving period will be supplied with more cash than ever before.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

M. C. R. R. quotes charges for handling grain at Detroit elevators in ICC 3680; effective July 20.

Rates are given by the C., B. & Q. in Sup. 4 to ICC 9367 on grain and grain products to seaboard points, for export; effective July 25.

The C., M. & St. P. in ICC B2122 gives the rate on flaxseed from St. Paul, Minneapolis and Minnesota Transfer, Minn. at 38c; in effect July 26.

Rates, rules, and regulations governing elevation of grain at stations in Indiana and Illinois are published by the I. C. R. R. in ICC A5951; effective July 18.

The Erie in Sup. 4 to ICC 8001 publishes rules governing storage, lighterage and terminal regulations in New York Harbor and vicinity on grain; effective July 25.

The Joint Track Weighing and Inspection Bureau, in ICC 68, publishes rules governing transit privileges on grain at Louisville, Ky.; stop-over points; effective July 18.

K. C. Sou. gives rules governing cleaning, clipping, inspection, mixing or sacking of grain at Kansas City, Kas-Mo; in ICC 2807; effective July 19.

T., St. L. W., Sup. 1 to ICC 1596A, grain and grain products, publishes rules governing application of export rates to shipside, and elevation of export grain at New Orleans, La.; in effect July 25.

Vandalia in Sup. 2 to ICC 2436, gives rates on grain and grain products from St. Louis, Mo., and Peoria, Ill., to points in Illinois, Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania; in effect July 20.

N Y C & St. L. in ICC 2844, gives rates on flaxseed from Chicago, Stoney Island, Burnham, Ill., or Hammond, Ind., to Buffalo, N. Y., 12c; Cleveland, O., 9½c; Dayton, O., 6c; Ft. Wayne, So. Bend, Ind., 4½c, and Toledo, O., 7½c; effective July 23.

A change in minimum rates, effective July 26, is given by the N P in Sup 3 to ICC 4186 on grain, flour and flaxseed, from points in Washington, Oregon, and Idaho to stations in Colorado, Nebraska, Kansas, Missouri, Iowa, Illinois, North Dakota, South Dakota, Wisconsin, Michigan and Minnesota.

C., R. I. & P. R. R. in Sup. 6 to ICC C8851 makes rates on grain, grain products and seeds, between Chicago, Peoria, Moline, Rock Island, Ill., Davenport, Clinton, Muscatine, Burlington, Keokuk, Ia., Minneapolis, St. Paul, Minnesota Transfer, Minn., South Dakota and Missouri, including Missouri river points; effective July 25.

The Country Agent.

By Uncle Pedro.

One problem that confronts the line house and also the farmers elevator is that of procuring a suitable agent or local manager, and then after he has been procured, to keep him. It used to be that a man could be gotten for \$40 a month, that would fill the bill pretty well, because wages were naturally lower a few years ago than they are now. The cost of living has so increased as to make \$40 a sum too small for a man to live on. It has come not to the point that anything under \$60 is too small a sum with which to get a man of judgment. In fact agents ought to be paid at least \$75 a month the year round.

To get an agent who can handle the business satisfactorily in every respect is sometimes difficult. For instance the owner will go into a town and let it be known that he wants a grain buyer, and he will have a dozen applications in hand, very soon. Some will be men too dishonest for any use. Others will be a good hand with the engine but very deficient in figures. Others will be good office help but no good with the machinery.

The employers say that competition is too strong for us too afford such wages and \$50 or \$60 a month is the high mark. Line houses must eventually come to the point of getting business in shape so they can pay more money. Many of them are doing that now, by putting in lumber yards, some sell coal and so on.

I have in mind now a station where the elevator agents get \$60 a month part of the time and sometimes in case of poor crops they take less. The man that runs the lumber yard gets \$75 most of the time. That costs the lumber yard people and the grain company \$135 a month. In years of poor crops and slack business, one man would run both much of the time, while in rushing times, extra help has to be procured a part of the time as it is. Now why wouldn't it be policy for the lumber company and the

grain company, both go together and hire a man that is equal to the task for about \$80 a month, then that manager could hire odd help as was required to load cars and unload lumber. It is safe to say a saving of at least \$300 a year could be made this way in salaries and at the same time the manager at \$80 to \$85 would be much better satisfied than with \$50 or \$60 and not be ready to leave the first chance there was for a better job, which usually comes right when it is the most detrimental to the grain company to have a change.

The man who has an education sufficient to buy grain and keep those accounts as they should be kept, has sufficient education to handle the lumber business. Of course a good judge of grain may not be a good judge of lumber, but at the same time, it is just as practical for a grain concern and a lumber company to educate one wide awake man in both lines as it is to pick up two men and educate each one of them in a separate line.

Meetings of Grain Dealers.

July 13.—The Western Grain Dealers Ass'n will hold its annual business meeting at Des Moines, Ia.

Aug. 23, 24-25.—The National Hay Ass'n will hold its annual meeting at Cedar Point.

Sept. 5 at New York.—The Council of North American Grain Exchanges will hold its semi-annual meeting.

Oct. 10, 11-12.—The Grain Dealers National Ass'n will hold its annual meeting at Chicago.

A Big Day at Liverpool.

For the large volume of business transacted the Corn Exchange of Liverpool, Eng., has always seemed to American tourists remarkably quiet compared with the bedlam greeting those who venture on the Chicago Board of Trade.

More activity is observable now on the Liverpool Exchange and Geo. J. S. Broomhall writes that the Liverpool market is growing rapidly.

A fotograf of the official blackboard is reproduced herewith, showing the transactions and changes in quotations during May 24, 1910, when a big day's business was rolled up, amounting to 290 loads of wheat, or 2,400,000 bus. For the fotograf we are indebted to *Milling*, Liverpool.

Advocates of longer hours of trading on the American exchanges would hardly care to continue the sessions as long as those of the Liverpool board, which begin at 10:30 a. m., and close at 4:15 p. m., except Saturdays, 12:30 p. m.

The quotations posted on the blackboard are in shillings and pence per cental for May, July and October delivery. The wheats tenderable on these future contracts are officially described as Manitoba spring, American spring, American soft winter, American hard winter, Rosario Santa Fe, and Bahia Blanca. After Aug. 1, Australian wheat will be tenderable.

The Fifth Dry Farming Congress and Exposition will be held at Spokane, Wash., Oct. 3-6.

The July calendar card of the Moore-Lawless Grain Co. bears a reproduction of the painting "Summer Impressions" by Grefe.



Transactions Recorded on Official Blackboard of Liverpool Corn Exchange.

Proper Installation of Wagon Scales.

The grain dealer who is anxious to obtain the correct weight of grain purchased, must necessarily purchase and properly install a good scale. But even after he has done this his responsibility does not end as it behooves him, not only

The most desirable foundation is constructed of concrete and made as near water-proof as possible, as well as self-draining, then, through the use of steel frames shown in illustration herewith, the life of the scale will be more than doubled.

Experience proves that the ordinary wagon scale timber frame will seldom last more than seven years, and even then the scale will not give dependable weights all the time, because some of the timbers will be partially rotted, but not soft enough to induce the owner to replace them.

One of the great advantages of the steel frames and concrete foundations is that the expense of periodical overhauling is reduced to a minimum. The steel frame if properly installed in a heavy foundation will last as long as the scale itself and can be depended upon to maintain the scale in its original adjustment and relation of parts.

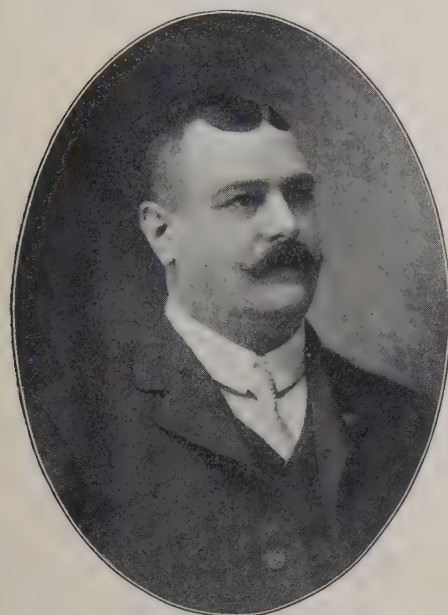
With a scale having wood frame it is quite different as every time it is retimbered, it must be taken out of the pit new timbers framed and the scale rehung. Inasmuch as it is almost impossible to replace the old timbers on a scale in exactly the same position as before, the scale is not likely to give as satisfactory service, because the bearings having been worn at certain points through long use with old frame, will not give the same results, because of the difficulty of installing them in the same relative positions as before the new timbers were installed. This difficulty and expense is being obviated through the use of the steel frame shown in illustration herewith.

The steel frame furnished for new Fairbank Scales consists of an oblong frame made of I-beams, which is designed to rest on a foundation wall, platform stringers, and I-beams, and two bearing beams made of channel iron, to which the platform bearings are to be bolted. The frame which rests on the top of the wall, when bolted together will be perfectly square and true. The ends of the bearing channels are beveled so that they are clear of corner iron links which hang in position. After a wagon scale is so installed with a concrete foundation and floor for pit it is comparatively easy to keep pit clean and dry, and to reduce the wear and tear by cleaning and painting the frame annually to protect it from rust.

Like all good things the steel frame costs a trifle more than the old time wooden frame which quickly rots out, but in the long run it is much the cheaper because of its greater durability, and correct weights are more certain to be obtained.

New Partnership at St. Louis

Arthur Brockman, who has had charge of the grain business for the John Wahl Commission Co. for several years, and who severed his connection with that company to engage in business for himself, has formed a co-partnership with



Arthur Brockman, St. Louis, Mo.

to take good care of his scale, but to test it thoroughly at frequent intervals, to make sure that he is not paying for more grain at each load than he is receiving.

Last year the Chicago Board of Trade Weighing Department tested 129 scales at country elevators, of these 87, or 67% were out of order. Sixty-two of these were corrected and 13 were in such bad order as to be considered unfit for use, hence were condemned. The remaining 12 scales were condemned on account of improper and defective foundations.

Scale makers and scale inspectors are coming to realize that a good foundation is as necessary to correct weights as a good scale. Many elevator men are now selecting high ground or else building up the approaches, constructing their scale pits of concrete, and making the bottom so as to insure all water being immediately drained out of pit. A small sum expended in elevating pit and in covering it well with a shed will add many years to the life of the scale. A damp pit is sure to result in rusty pivots and bearings, so that the loops will soon become choked and the knife edges dulled.



C. M. Fresch, St. Louis, Mo.

Chas. M. Fresch, under the firm name of Arthur Brockman & Co., with offices in the Chamber of Commerce, St. Louis, Mo.

Mr. Fresch also is an experienced grain man, having been engaged in handling the cash article for the past 10 years, and Mr. Brockman's experience having extended over 27 years.

The firm gives personal attention to each shipment, watching the inspection and filing claims for shippers whenever there is cause for action. Their sole business is handling on consignment and each car is sold on its merits by sample regardless of grade put upon it.

Their friends in the trade have expressed their best wishes for the success of the new firm. Portraits of both members of the new firm are given in the engravings herewith.

U. S. Commissioner Shields held a hearing of the federal bucket-shop cases in New York June 24. Louis Cella of St. Louis denied that he was interested in the alleged bucket-shop in Washington but under cross-examination acknowledged that he was connected with the Cella Commission Co. of St. Louis.



Concrete Foundation and Pit with Steel Frame for Fairbanks Wagon Scale.

Kansas Dealers Meet at Salina.

A meeting of members of the Kansas Grain Dealers Ass'n was held in the evening of June 21, in the parlors of the National hotel, Salina, Kan., attended by 45, including local millers. The dealers met at 8 o'clock, visited for a couple of hours and then adjourned to the dining room, where a banquet complimentary to the members was given by the Salina dealers and millers. Sec'y E. J. Smiley of Topeka, presided as toastmaster.

F. D. Sperry of Ellsworth, discussed the subject, "Inspection, State and National," and asserted that until inspection is done in offices instead of in cars grain dealers will always have trouble with their inspections.

E. P. Jones of the Lee Warren Mfg. Co., in discussing "Mixtures," told the dealers that as their wheat is worth more to millers when it is clean they should encourage that condition.

George Freeman, who was connected with the P V eltrs. 15 years and is now with the Shellabarger Mill & Eltr. Co., responded to the toast, "Selling Wheat."

Thad Hoffman maintained that line eltrs. are the grain dealer's best competitors and said that, since he is in business for the money, it is better for one of the Hoffman eltrs. to handle 1,000 bus. of wheat at a profit than to handle 2,000 bus. on the same profit made out of the 1,000. "When two individual dealers are in a town," he said, "a fight is always on if one dealer is unwilling to let his competitor buy ten bushels more wheat than himself; then up the price goes and there is no money in that kind of business."

After the banquet the business of the meeting was taken up with Sec'y E. J. Smiley in the chair.

The question of illegal docking was discussed.

The question of claims from railroads was next discussed. The dealers asserted that grain men have trouble with but one road operating in Kansas, the Union Pacific. Instances were cited where the company failed to pay any attention to claims. The dealers charged the men at the head of the claim departments with incompetency and said the Union Pacific allows any kind of cars to be loaded with

grain. If an eltr. owner refuses to load a bad-order car he must await the company's tardy pleasure for another. Other roads in Kansas have either remedied this matter or are endeavoring to do so, but the Union Pacific is going to fight the grain dealers' demands.

J. R. Lynch, traveling freight agt. for the U. P., was present and was called on to speak in behalf of his road, but refused on the ground that enough had already been said.

Thad Hoffman asked Mr. Lynch why the claim department will not let dealers see the claim investigations if they are so honest.

On motion the chair appointed I. A. Pribble of the Salina Produce Co.; George Woolley of the Western Star Mill Co. of Salina; and S. M. Stanford of the Mnpls. Mill & Eltr. Co. of Minneapolis, Kan., to draw up resolutions protesting against the action of the U. P. Ry. in refusing to honor claims on account of shortages, overcharges and other reasonable complaints. The following resolutions were submitted and adopted:

WHEREAS, the unwarranted action of the Union Pacific Ry. Co. in refusing to entertain just and legitimate claims for shortages account leakage of grain from cars while in transit and other claims for overcharges is such as to call for the concerted action of all shippers; and,

WHEREAS, we greatly deplore that which seems to be an arbitrary policy on the part of the Union Pacific Ry. in declining to pay such just claims for shortages, overcharges and claims of other nature, thus forcing shippers to resort to the courts for redress; therefore be it

RESOLVED by members of the Kansas Grain Dealers Ass'n of central Kansas and other shippers in convention assembled, that while we deplore the action of the Union Pacific in taking such an arbitrary stand, we fully believe that such is not the true policy of the management of said Union Pacific Ry., and desiring to co-operate with it to the end that justice and equity be granted to all, it is hereby further

RESOLVED, that a copy of these resolutions be forwarded to the General Manager of the Union Pacific Ry. at Omaha, together with the names of the shippers as follows:

C. E. Robinson, Lincoln; Hoffman Eltr. Co., Enterprise; Glasco Grain Co., Glasco; Ellsworth Mill & Eltr. Co., S. C. Groth and F. D. Sperry, Ellsworth; Lindsey Farmers Eltr. & Merc. Co., Lindsey; Daniel Murphy, Niles; Weber & Co., Wil-

son; Plainville Mill & Eltr. Co., Plainville; Culver Grain & L. S. Co., Culver; N. Dreiling & Son, Walker; C. Heller, Solomon; Salina Produce Co., A. W. Wickham & Co., Lee Warren Mfg. Co., Western Star Mills Co., and the Shellabarger M. & Eltr. Co., Salina; and the Mnpls. Mill & Eltr. Co., Minneapolis, Kan.

IN ATTENDANCE.

Among out-of-town members present were: J. C. Dopp, Glasco; Thad Hoffman, Enterprise; S. C. Groth, Ellsworth; J. A. Groth, Lorraine; F. D. Sperry, Ellsworth; J. H. Wolfspurger, Lindsey; C. Jansen, Lorraine; Daniel Murphy, Niles; John Weber, Wilson; S. M. Stanford, Minneapolis, Kan.; Harry Burrough, Plainville; W. S. Hughes, Culver; Fred Dreiling, Walker; Clarence Taylor, Pearl; W. F. Hinerman, Brookville; Chas. Heller, Solomon; J. L. Jennings, Glasco; R. T. Ray, Herington, and Martin Butler, Glasco.

Heavy Oil a Problem for Engine Builders.

Consumption of light gasoline in automobile engines has outrun the supply and the refiners have sought to make the light oil go farther by mixing in some of the heavy product of their stills.

The result is said to be that the average test of gasoline sold during the past 10 years has dropped one degree a year. Ten years ago most of the gasoline used tested 70 to 74 degrees Baume. This spring the leading producer has given manufacturers notice that it will be impossible to supply gasoline testing higher than 64 degrees, outside of the large cities.

Even including a portion of the heavier oils with gasoline the portion of crude oil refined as kerosene and distillate outruns the output of gasoline 8 to 1.

Oils heavier than gasoline are cheaper per gallon and contain more heat and power per gallon. Many engines now on the market will run on distillate or heavy oil except when starting. With present types of carbureters there is some carbonization; but most of the carbon can be blown out by feeding an ounce of wood alcohol into the cylinder after a run and leaving it over night.

The great need of the hour is improvement in methods of vaporizing the heavier oils.

Elevator at Moorefield, Neb.

The very conveniently arranged house of the Shannon Grain Co. at Moorefield, Neb., departs from the usual roof construction. The double gables of building and cupola add to the architectural beauty of what otherwise would be an unattractive box.

As shown in the engraving herewith the office addition is very commodious, measuring 20x32 ft. and containing besides the office and engine room an extra room where a small carpenter bench is kept. This little shop is made good use of by Agent James Pearson, who is an adept at repair jobs and car coopering. The operator goes from the office to the dump straight thru these rooms without going outside. A gasoline engine drives the machinery; and the house has a storage capacity of 17,000 bus.

The Federation of Operative Millers at its recent St. Louis convention adopted resolutions that "This Ass'n is in favor of determining as near as possible the actual milling value of the different varieties and grades of wheat, and that the market differences between these different varieties and grades be brought to the attention of the various boards of trade, and that their co-operation be sought in establishing valuations in line with the actual milling values.



Elevator of Shannon Grain Co. at Moorefield, Neb.

Program Western Grain Dealers Meeting.

The annual business meeting of the Western Grain Dealers' Ass'n will be held in the ordinary of the Savery Hotel, Des Moines, Ia., at 10:30 a. m., Wednesday, July 13, 1910, (session one day only).

Opening remarks by the president.

Report of the treasurer.

Reading of resolutions adopted at the last annual meeting.

Appointment of committees.

1:30 P. M.

Annual address by the president.

Secretary's report.

(The secretary's report will include a reference to each one of most of the subjects mentioned in the docket below and for the purpose of expediting discussion and action by the association, he will offer resolutions covering some of these subjects.)

LOCAL CONDITIONS.

Elevator Construction—The minimum of fire hazardous conditions. 1. Material. 2. Plan. 3. Care of property.

Scales. 1. Installation. 2. Imperfect weighing conditions. (a) Permanent causes. (b) Temporary causes.

Keeping accounts. A fire insurance necessity.

Buying grain according to grade.

Storing grain for the accommodation of agricultural speculators.

Written purchase contracts.

TRANSPORTATION.

Freight Claims. 1. Failure to furnish

cars. 2. Delay in transit. 3. Loss by leakage or stealage in transit. 4. When barred by statute of limitations.

Liability of railroad company as carrier versus warehouseman.

The term "Natural Shrinkage."

Liability of the initial carrier.

Car load minimum weights.

Seal records and use of private seals.

Published tariff allowance for grain door lumber.

Require railroad companies to furnish tracers, reports of repairs of cars, and causes of delay in transit.

Increased rental charge for elevator sites.

Release of liability for damage by fire and otherwise.

TERMINAL MARKETS.

Car load dockage.

Delayed re-inspection.

Excessive weighing charges on team tracks at St. Louis.

Extension of daily option trading hours at Chicago.

Limiting daily hours by Board of Trade for sales of consigned cash grain.

Commission merchants acting as both principal and agent.

The moisture test.

Excessive discounts on off grades.

Buying terms of "three or better."

IN GENERAL.

Good roads.

REPORT OF COMMITTEES.

Note:—Each member is requested to come prepared to actively participate in the subject mentioned in the docket or any other subjects that may be offered.

Calgary Grain Exchange.

Organized a year ago with 64 charter members the Calgary Grain Exchange now has 84 members and several applications pending.

Calgary is the center of the grain trade of Alberta, the province of Canada forming the extreme western edge of the prairies extending from Lake Superior and Hudson Bay to the Rocky Mountains. The city of Calgary lies close to the mountains and is 840 miles west of Winnipeg, being so much nearer the Pacific Ocean than Lake Superior that grain shipments are practicable in either direction.

Alberta has 229 grain elevators, an increase of 400 per cent in four years. Of the 165,265,000 acres within the boundaries, 100,000,000 acres are arable and fertile, and when it is considered that only 1,000,000 acres have been cultivated, the possibilities for expansion of the grain trade are seen to be immense.

In Alberta in 1909, 20,000 acres of new land were settled upon every day, one new school was opened every school day; and every week two new towns were located and four miles of new railway were built.

The grain dealers of Calgary purpose to keep abreast of the development that is going on around them. They have just moved into the new grain exchange building shown in the engraving herewith; and have purchased four lots on which to erect the new grain exchange building of 1915.

The Calgary Grain Exchange Building is a 6-story structure of reinforced concrete, of which three floors are occupied by the grain firms, about 25 in number, including some of the strongest elevator companies in Canada. The trading room is on the third floor. The American flag indicates the office of the United States consul. The officers of the Grain Exchange are: L. P. Strong, pres.; Wm. Carson, vice-pres.; and Chas. W. Rowley, treas. D. O. McHugh is the wide-awake sec'y.

After viewing the crops in 11 states for 10 days prior to July 2, Jule G. Smith of Smith Bros. Grain Co., writes: Texas has made upward 20,000,000 bus. wheat; Oklahoma, upwards 25,000,000; Kansas, upwards 75,000,000; Nebraska, 35,000,000 winter and 10,000,000 spring, possibly upwards 45,00,000 combined, and it's a safe statement to say that Texas, Oklahoma, Kansas, Nebraska and Missouri combined will produce more wheat in 1910 than in 1909, and the five states named will unquestionably produce 75 to 100% more oats than in 1909, with "the makings" of a corn crop largely in excess of last year, in evidence throughout all of the states visited. After the Northwestern millers and the Wall Street stock bears have worked the Northwestern drouth scare for all it's worth and the "nervous shorts" and "ever hopeful bulls" have "come in" for all they are worth, and the Northwestern spring wheat has passed from the grass stage to a state where it can be called wheat and we realize that with 100,000,000 bus. of old wheat available 440,000,000 bus. of new winter wheat now being harvested, and 290,000,000 to 300,000,000 bus. of spring wheat in sight, with no export demand for wheat or flour and with only moderate domestic flour demand, we will see a range of prices 10c to 15c below present levels.



New Building of Grain Exchange at Calgary, Alberta, Canada.

Grain Trade News

ARKANSAS.

Berryville, Ark.—The new eltr. of the Berryville Mlg. Co. is nearly completed.

Little Rock, Ark.—The Hayes Grain & Commission Co. incorporated by James Thomas, Dick Swaim and C. E. Hayes; capital stock, \$50,000.

Jonesboro, Ark.—The Wiener Rice & Mill Co. has been organized with an authorized capital of \$75,000 and a paid-up and subscribed stock of \$60,000. It will incorporate.

Argenta, Ark.—The Argenta Grain Co., incorporated to engage in a general grain business in Argenta; capital stock, \$10,000, of which \$4,500 has been subscribed; incorporators, C. E. Hayes, W. E. Bass and James Thomas.

Little Rock, Ark.—The Farmers Grain Co., incorporated to engage in a general grain business in this city; capital stock, \$10,000, of which \$8,000 has been subscribed; incorporators, Walter Brown, C. E. Hayes and James Thomas.

Almyra, Ark.—Material has been ordered for the 125,000-bu. rice eltr. to be completed in time to handle this season's crop; 50 per cent more rice is under cultivation in this locality than last year. G. W. Ross, mgr. of the Fairfield Rice Farms, is interested in the eltr., which is planned to rank first in this country and third in the world.

Little Rock, Ark.—An interesting case growing out of the failure of the T. H. Bunch Co., was decided recently in the federal court. The Rock Island R. R. Co. filed a claim against the defunct firm for \$205,767, alleging that amount due for grain delivered without the surrender of Bs/L therefor. These Bs/L had been hypothecated with the banks as security and these notes had been paid by the railroad. When the claim was filed another creditor contested the validity on the ground that the criminal law had been violated by the road in delivering the grain without the payment of drafts and the surrender of Bs/L. Judge Trieber held the road's claim to be legal.

CALIFORNIA.

Oakland, Cal.—Leland H. Barnard, for several years cashier of the Oakland branch of the Sperry Flour Co., has been arrested accused of embezzling \$33,000 from the firm. He admitted his shortage.

San Francisco, Cal.—Barley shipments during the 12 months prior to July 1 were divided among the following firms: Balfour, Guthrie & Co., exported 514,629 cents; Strauss & Co., 459,389; G. W. McNear, 297,340; Girvin & Eyre, 265,887, and Westrope & Co., 116,709 cents.

Davisville, Cal.—The warehouse of A. J. Plant, the adjoining building and 1,400 tons of grain hay burned early in the morning of June 29. The loss on hay amounts to \$15,500 almost fully insured; the buildings valued at \$1,500 were insured for \$1,000. Mr. Plant attributes the fire to the carelessness of Greeks and Hindus who had been occupying a string of cars on the siding next to the warehouses and had been making fires between the cars and the buildings and leaving them without proper attention.

Calexico, Cal.—F. J. Decker of the Salt Lake Alfalfa Meal Mlg. Co., has been here to establish a similar plant to cost \$25,000.

CANADA.

Winnipeg, Man.—The Sovereign Grain Co., Ltd., has been incorporated.

Winnipeg, Man.—MacDonald & Paterson, grain and produce dealers, have dissolved.

Le Ross, Sask.—The Grand Trunk Pacific has had sites surveyed for two eltrs. here to have a total capacity of 200,000 bu.

Wadena, Sask.—Richardson & Co. have an eltr. under construction here and the British North American Eltr. Co. will begin building immediately.

Carmangay, Alta.—The Independent Eltr. Co., which conducts the grain business of the Claresholm Lbr. & Grain Co., will build eltrs. here and at Barons, and has other stations in view.

Claresholm, Alta.—The Claresholm Lbr. & Grain Co. has been reorganized. Its grain business will be conducted by the Independent Eltr. Co. and its lumber business by the Western Canada Lbr. Co., Ltd.

Port Arthur, Ont.—Eltr. Commissioner Castle has denied the report that he sealed up bins in terminal eltrs. here, pending investigation of alleged frauds in grading wheat, but admits that investigation is being made.

Winnipeg, Man.—The Manitoba Grain Eltr. Commission has applications from 152 places, asking the purchase of existing eltrs. or the erection of new. G. E. Esplin, the commission's architect, is working on plans and specifications for a standard eltr., to be adopted.

Fort William, Ont.—In September the dominion government will begin negotiations to take over the terminal eltrs. here and at Port Arthur, largely owned by United States grain firms and Canadian railways; capacity, 35,000,000 bus. Both grain growers and millers in eastern Canada have urged this action on the ground that grades are tampered with to the detriment of Canadian wheat in British markets.

Calgary, Alta.—Our new eltr., replacing that burned last April, will be of fireproof material thruout, concrete, square bins, arch-wall construction; capacity, 250,000 bus., 150,000 bus. in storage end in 20 bins, 100,000 bus. in workhouse end in 30 bins. The building is to be completed ready for operation by Oct. 15. We are letting the contract to S. H. Tromanhauser.—F. H. Brown, mgr. Calgary Mlg. Co.

Port Arthur, Ont.—It has been announced at the Canadian Northern offices in Winnipeg that the company will make thoro inquiry into the alleged irregularities at its eltr. here to prevent further cause for complaint. Speaking for the company R. J. Mackenzie said "As our Port Arthur eltr. is under lease to a private grain firm, we had no intimation that irregularities existed and we will insist on the Grain Act being obeyed in every detail."

Kinistino, Sask.—The Milling & Eltr. Co. has decided to rebuild.

Montreal, Que.—A grain exporter of this city reports himself making no efforts to do business as that would be a waste of time with the Canadian market about 8c out of line. He says dealers in the United States, to whom he sold wheat up to five weeks ago, are now offering to sell it back to him at 3c and 4c under the market, as they can not sell it on the other side of the Atlantic.

Ottawa, Ont.—F. C. T. O'Hara, deputy minister of trade and commerce for Canada, has returned from an inspection tour in the west, where he investigated complaints of farmers that private-owned eltrs. were fraudulently mixing grades of grain and injuring Canadian standards in British markets. To correct this a system of official registration will be instituted requiring eltr. operators to register the number of bushels of grain of each grade taken in and the number sent out. Receipts and shipments will have to tally.

Calgary, Alta.—The Alberta Pacific Eltr. Co. intends to increase the capacity of its line of eltrs. in this province by 500,000 bus. It has eltrs. in process of completion at Winnifred, Bow Island, Seven Persons, Barnwell, Purple Springs, Olive, Tees, Hol Kirk, Castor, Lougheed, Hardisty, Provost, Brandt, Acme, Cluny and Bassano; and will provide storage facilities at Crowfoot, Brooks, Carlstadt and Irricana, all in central or southern Alberta. It will also increase the capacity of its cleaning eltr. in Calgary, as the plant has not been able to take all the work offered and has sometimes had to ship uncleaned grain to destination.

Winnipeg, Man.—To correct misunderstanding of the guarantee clause the Manitoba Grain Eltr. Commission has issued the following statement: "The petition which the commissioners are asking grain producers to sign, containing the pledge is interpreted as follows: When the government comes to consider the erection of an eltr., some means must be devised to ascertain actual storage requirements at that point, and if 60% of the grain producers tributary, signify by signing a petition their intention to patronize such eltr., the commissioners would feel justified in proceeding with its erection. Nothing in this petition, however, prohibits a shipper from using the loading platform if he desires, but it is expected that when the government has established a thoroly efficient eltr., with ample storage facilities, that the grain producers will co-operate, and as far as possible patronize the public eltr., giving the system a thoro trial. As there seems to be an impression that the inauguration of a public eltr. system might tend to interfere with and regulate the disposition of grain shipments, let it be clearly understood that the government will not engage in the business of buyers and sellers of grain, but simply as warehousemen propose to operate the eltr. or storage facilities of the province, and grain producers are absolutely free to dispose of their grain to whom they please."

Regina, Sask.—During a recent conference here with the Eltr. Commission, the Saskatchewan Grain Growers Ass'n presented its scheme for a system of government-owned and operated eltrs., including a request for an eltr. at every shipping point. Where farmers promise patronage the form of patronage is to be determined by the legislature. The Ass'n asks that the government buy existing eltrs. as far as possible, to eliminate competition. It wants the certificate of the

eltr. operator made a negotiable document by legislation and if that is not possible it asks that it be financed by the government itself. It wishes small lots of wheat grouped together by the eltr. operator to be shipped as car lots, with an advance of 65% to 80% to the farmer. It asks the establishment of a sample market at Winnipeg; also dominion owned terminals if possible, if not, terminals to be provided by the provincial government at the head of the lakes or at Hudson Bay, the commission of management to be appointed by the government, but the Grain Growers Executive Committee would expect the government to accept its nomination of a majority of the first members. If a deficit arises it should be paid out of public funds, but could be added to capital account and repaid out of the sinking fund; or, if the deficit continues beyond two or three years, it should be provided for by a tax on all arable land.

COLORADO.

Olney Springs, Colo.—The Auckland Agricultural Co. has let the contract for a fireproof alfalfa mill plant including a power house, mill house, warehouse for finished products, 60x160 ft., and a hay house 42x260 ft. and 24 ft. to the eaves, to be completed for operation in September, as the pres., Wm. Auckland, has orders booked for delivery in that month. The railroad company is building a siding.

IDAHO.

Lewiston, Ida.—Our warehouse now being built here is 50x250 ft., two stories high, lower story for steamboat dock, upper story level with car tracks, for grain storage. Feed mill and cleaning plant, 54x40 ft., with storage for bulk grain will be built as soon as the warehouse is completed.—F. P. Lint, Balfour, Guthrie & Co.

ILLINOIS.

Rosemond, Ill.—F. C. Cahill has succeeded Walters Bros.

Ficklin, Ill.—Peter Kruse has installed a Western Gyrating Cleaner.

Brighton, Ill.—Russell S. Brown has succeeded George A. Brown & Son.

Oneida, Ill.—The Farmers Eltr. Co. has bot a site on which to build an eltr.

Buckhart, Ill.—The eltr. of Twist Bros. was damaged slightly by lightning, June 23.

Galesville, Ill.—Hayes Bros. have succeeded the National Eltr. Co. at this station.

Weldon, Ill.—The L. F. Webb Grain Co. has installed a 1,000-bu. Automatic Scale.

De Land, Ill.—W. T. Hardin has installed a 2,000-bu. Sonander Automatic Scale.

Delavan, Ill.—The Wayne Bros. Grain Co. has increased its capital stock from \$24,000 to \$36,000.

Lane, Ill.—H. C. Porter & Co. will have an eltr. erected here by the Burrell Eng. & Const. Co.

Menert sta., Mackinaw p. o., Ill.—The Frank J. Davis Grain Co., Inc., has succeeded S. A. Hayward.

Bowen, Ill.—The Selby Grain Co. has succeeded M. L. & A. E. Selby here and at Blacks and Chatton.

Kankakee, Ill.—W. E. Rich has taken a partner. They operate under the firm name of Rich & Light.

Bushnell, Ill.—George W. Cole & Co. have succeeded Geo. W. Cole here and at Bardolph and Adair.

Table Grove, Ill.—Bader & Co. of Vermont, Ill., have succeeded Buckley, Pursley & Co., at this station.

Willey, Ill.—Twist Bros. have installed a Western Warehouse Sheller and a Western Gyrating Cleaner.

Shinn sta., Hull p. o., Ill.—S. A. Colgrove has purchased the grain business and general store of Bradshaw Bros.

Dwight, Ill.—The safe in the grain office of Austin Gibbons was blown recently. The burglars obtained 33 cents in stamps.

St. Charles, Ill.—The cylinder head, in the dryer at the eltr. of W. L. Judd blew out June 28. The roar of the explosion caused a panic.

Granville, Ill.—I have installed a King Car Loader in the eltr. I recently purchased from the Illinois Granaries Co.—Harry E. Surface.

Glasford, Ill.—We will open our new 32,000-bu. eltr. to receive grain Monday, July 11. We are located on the T. P. & W. R. R.—A. L. Maper, mgr. Farmers Lbr. & Grain Co.

Wyoming, Ill.—The Farmers Eltr. Co. of Oneida has bot a site here on which to build an eltr. F. H. Bowman, W. V. McKie and S. V. Hannam constituted the purchasing committee.

Cameron, Ill.—Ben Galloway has succeeded O. H. Kelly as buyer for the Jackson Grain Co. Mr. Kelly has bot grain here since 1887. He resigned July 1 to engage in the lumber business.

Minonk, Ill.—The recently incorporated Minonk Farmers Eltr. & Supply Co., that is figuring on buying one of the eltrs. here, has elected Michael Barth, Jr., James Hatton and John Duden directors for three years.

Mansfield, Ill.—Turner Bros.' unused eltr., which they bot last winter from W. R. Mersereau, burned shortly before midnight, June 30. Having only buckets to work with, the fire spread rapidly. Some insurance.

Tazewell, Ill.—A train on the Vandalia ran into an open switch July 6, and crashed into the eltr. of Quigg, Railsback & Co., practically demolishing it. John Thornton of Chesterfield, Ill., aged 28, was instantly killed.

Tampico, Ill.—A. Theo. Peterson has succeeded Mr. Haggeman as mgr. of the eltr. of the Neola Eltr. Co. and will move his family here from Oregon, Ill., where he has had charge of an eltr. several years. Mr. Haggeman has gone to Tacoma.

Utica, Ill.—George Carolus, who was with the Moses Dillon Co. at Sterling 17 years, has leased the eltr. here of the Brown-Danskin Co., known locally as the St. John Eltr., a 50,000-bu. house with a corn crib for 25,000 bus. on the Rock Island R. R. and the Illinois & Mich. Canal. Mr. Carolus will move his family here from Sterling.

Lockport, Ill.—Our company, the Northern Ill. Cereal Co., is composed of the following: John F. Hollingsworth, pres.; J. D. Dwyer, vice pres.; F. F. Ladd, sec'y; John W. Dwyer, treas.; H. P. Dwyer, director. We have a Chicago office, but our local office is here where the mill is located. It will be in full operation by Aug. 1, when we will make oatmeal, cornmeal, horse and chicken feed and brewers' grits.—J. W. D., treas.

Speer, Ill.—James Green has succeeded E. E. Stisser, resigned July 1, as mgr. for the Speer Eltr. Co.

North Ritchie sta., Ritchey p. o., Ill.—Bruns & Stahl have installed a 1,500-bu. Sonander Automatic Scale.

Gifford, Ill.—William T. Pierce and Homer W. Hamilton have bot the eltr. of Bartlett, Patten & Co. They took possession July 1 and operate under the firm name of Pierce & Hamilton. Mr. Pierce has bot grain 19 years and has a valuable business acquaintance.

St. Joseph, Ill.—The eltr. of A. L. Current burned on the night of June 28, with 2,000 bus. of ear corn and about the same amount of oats. Loss total, insured. A short time before the fire was discovered a freight train passed and this is supposed to have started the fire, as it began on that side of the building.

Croft, Ill.—The eltr. of the Croft Farmers Grain & L. S. Co. burned shortly before midnight, June 26. It had been raining during the early part of the night with frequent flashes of lightning, so some think lightning started the fire, but others contend there was no lightning at the hour the fire broke out. The eltr. cost about \$7,000 and was insured for \$2,000. The company does not intend to rebuild at once, but may later. The eltr. contained only about 300 bus. of corn. The company was preparing to move the building and had it jacked up on blocks, ready for the movers to begin work, June 28.

New members of the Illinois Grain Dealers Ass'n are Alex Hillman, Millersville; C. O. Swift & Co., Bloomington; R. B. McConnell, Danville; Big Four Mlg. Co., Mattoon; Bonfield Grain & Lbr. Co., Bonfield; Heldt Bros., Beecher; C. A. Bunyan, Hammond; Raven Eltr. Co., Raven; H. W. Bailey, Dewitt; P. K. Wilson, Birkbeck and Clinton; W. T. Hardin, Deland; Robinson, Drew & Co., and G. C. Tjardes, Emington; Ed. J. Scovel, Saunemin; Hayes Bros., Galesville; and Baker & Felger, Milmine, Ill.; Farabee-Treadwell Co.; Roberts & Hamner Grain Co.; J. S. West & Co.; Hughes Warehouse & Eltr. Co., and the Milliken-Helm Com. Co.

CHICAGO NOTES.

Smart, Porter & Co. have opened a brokerage house.

Benjamin Thomas, former pres. of the Western Ind. road, and Mrs. Thomas have conveyed an undivided half-interest in the National Eltr. property on Archer av. to Attorney Edw. C. Maher for a nominal consideration.

W. O. Elmore is now handling the gluten accounts of J. C. Hubinger Bros., of Keokuk, Ia., and of the Clinton Sugar Refining Co., of Clinton, Ia., formerly handled by E. W. Elmore.

Chicago received its first car of new wheat from the 1910 crop June 29. It was grown in Oklahoma, tested 60 lbs. to the bu., graded No. 2 red and was consigned to the Armour Grain Co.

Thru the efforts of the Board of Trade warehouse committee the insurance on grain stored in Rock Island Eltr. "A" was reduced, July 1, from \$2.51 to \$2.29 per \$1,000, and on that in the B house from \$2.71 to \$2.46 per \$1,000.

The following eltrs. have been declared "regular" for storage of grain and flaxseed for the year beginning July 1: Armour Eltr. "C," Calumet Eltr. "C," Chicago & St. Louis Eltr. and annex, Peavey Eltr. "B," Rock Island "A" and "B," and South Chicago Eltr. "C" and annex.

Chicago callers: W. W. Sylvester, Ft. Dodge, Ia., representing T. E. Wells & Co.; Geo. B. Marble, Sioux Falls, S. D., northwestern representative Carl F. W. Pfeiffer; J. J. Overmeyer, Kouts, Ind.; W. D. Washer, Atchison, Kan.

C. C. Hogan, who was on the floor of the Board for a number of years and in charge of the Armour Grain Co's plants at Burlington, Ia., and Cairo, Ill., supplying the southern trade, is staying at Redlands, Cal., for his health and has severed his connection with the company.

The Illinois Cereal Co. will have C. G. Cuthbert establish a new industry in Chicago. An option has been obtained on a site for a plant to be erected at a cost of \$30,000. The firm's prospectus suggests an output of several thousands of packages daily, including different kinds of breakfast foods.

Pres. J. P. Griffin of the Grain Receivers Ass'n canvassed the members and found the cash grain men practically a unit against the proposition to lengthen the Board of Trade sessions from 1:15 to 2 o'clock. The sentiment being so unanimous it was that unnecessary to call a meeting or take a formal ballot.

The Bartlett-Frazier Co. on July 1 gave up the lease of Central Eltr. A and the National Eltr. The three Calumet Eltrs. at South Chicago will be operated under a lease from the Calumet Eltr. Co., controlled by W. H. Bartlett and F. P. Frazier. The company also will operate the eltr. of the Lake Shore road at Indiana Harbor and the eltr. at Kankakee, Ill.

The word "indemnities" was wiped off the rules of the Board of Trade July 7, by an official vote of the membership on the amendment proposed by the directors some weeks ago. The vote stood 426 for to 187 against. As sentiment is still far from unanimous on the question, members expect another petition soon to amend the rules to include some form of insurance.

Wilson F. Henderson and Thomas Walters, formerly with Bartlett, Patten & Co., have formed a partnership with Howard Lipsey under the firm name of Lipsey & Co. with offices in the Postal Telegraph bldg. The members of the new firm are well known in the cash trade on the Board. Mr. Henderson was identified with his former firm since it started as Wm. P. Harvey & Co.

Membership in the Board of Trade has been applied for by Fred Seyfried, John H. McReynolds, J. Clarke Dean and Edwin F. Mack. The following have applied for transfer of membership: James McElroy, Charles B. Gale, Winfield S. Brainard, C. E. Thayer, W. Irving Osborne and John B. Morrow. The directors recently admitted to membership Joseph E. Thompson, Robert E. Monroe and John A. Seymour, Jr. Memberships were offered recently at \$2,900 net to the buyer.

Grain products to Central Freight Ass'n territory (points west of the western termini of eastern trunk lines, Buffalo, Pittsburgh, etc.) manufactured here from grain originating in Trans-Mississippi territory, are entitled to the protection of the thru-rate from point of origin to destination, arrived at by using the combination based on the grain-product rate from Mississippi river crossings. Members of the Board of Trade not accorded such basis can notify this department.—W. M. Hopkins, mgr. transportation dept., Chicago Board of Trade.

Conditions of the hay market border on panic. Buyers are all anxious for hay and receivers are holding prices very high. It would not take much hay to overcome the extremely high prices which are being obtained. It is hard to say just when market will relapse.—W. R. Mumford & Co.

Referring to Bulletin No. 84 advising of increases effective July 1 in the official classification basis of minimum weights on grain, wheat has been increased from 40,000 to 60,000 lbs.; corn, rye, and barley, from 40,000 to 56,000 lbs.; and oats from 35,000 to 40,000 lbs. If the marked capacity of the car is less than the prescribed minimum, the minimum weight will be the marked capacity, but in no case less than 30,000 lbs. The new basis does not apply on transit shipments of grain originating in the country prior to July 1, 1910.—W. M. Hopkins, mgr. transportation dept., Chicago Board of Trade.

Regular eltr. capacity at this city was nearly cut in two July 1, when the storage became the smallest in years, 11,100,000 bus., the Armour Eltr. Co. having decided to operate as private houses its eltrs. known as Armour Eltr. A, B and Annex, and Union, and the Bartlett-Frazier Co., deciding to give up the National and Central A Eltrs. Should any one attempt to run a corner on account of the limited regular eltr. capacity, the directors of the Board of Trade, under the rules, can declare any warehouse regular. It is said that the business of operating public eltrs. is unprofitable. The Armour houses taken out of the regular class have a storage capacity of 7,000,000 and the National and Central A 1,900,000 bus.

The building committee of the Board of Trade, composed of A. O. Mason, chrm., John B. Adams, Hiram N. Sager, Jerome G. Steever, and Robert McDougal, explained plans for a 20-story building at a meeting of the Board, July 8, when methods of financing the structure were authorized and the architects were instructed to hurry along the plans they are now drafting, altho it was agreed that more time was needed for consideration and definite action was postponed until July 22. The proposed building will cost \$4,900,000. In view of the present indebtedness it is considered unwise for the Board to finance the undertaking, and the committee recommended that a company or trust be formed, that will provide \$2,400,000, and that bonds for \$2,500,000 be issued to complete the necessary sum.

INDIANA.

Frankfort, Ind.—The Mollett Grain Co. has bot 3 Sonander Automatic Scales.

Evansville, Ind.—A grain eltr. has been completed for the Akin-Erskine Mlg. Co.

Kendallville, Ind.—J. Keller & Co. have purchased a site on which to erect a large eltr. soon.

Buck Creek, Ind.—A wind storm, June 23, tore the roof off the eltr. of Robert Alexander.

Messick, Ind.—Anderson & Bowen have changed the name of their firm to the Messick Eltr. Co.—E. C. H., M. Eltr. Co.

Washington, Ind.—Jesse Goshorn has purchased eltr. machinery from the Union Iron Works, including a Western Fitless Sheller and a Western Gyrating Cleaner.

South Bend, Ind.—The Niles Grain Co. will build an eltr. here.

Talbot, Ind.—Kelley & Betts have bot a 1,000-bu. Sonander Automatic Scale.

Spiker, Ind.—A fire started by locomotive sparks, July 5, destroyed the eltr. and contents of W. F. Spiker. Some insurance.

Otterbein, Ind.—The Harrington Grain Co., incorporated; capital stock, \$40,000; directors, Timothy, Cornelius and Daniel E. Harrington.

Coburg, sta., Alida p. o., Ind.—The eltr. of the B. & O. R. R. Co., operated by Rogers & Link, burned June 22; loss \$5,000, partly insured.

Wellsboro, Ind.—The new firm of Lipsey & Co. will continue to operate the 70,000-bu. transfer eltr. Howard Lipsey recently bot from Sam Finney.

North Manchester, Ind.—The Acme Grain Co., incorporated to do a general grain business; capital stock, \$10,000; directors, D. H. Lessig, Wm. E. Sunny and H. E. Kinsey.

Boyleston, Ind.—Pruitt & Clark are plaintiffs in a suit against David P. and James Boyd for \$600 damages for alleged failure to deliver 1,300 bus. of corn under contract.

Upton sta., Mt. Vernon p. o., Ind.—We are building a large crib here to handle ear corn. It will not be equipped with any machinery.—A. N. Moore, mgr. American Hominy Co., Mt. V., Ind.

Indianapolis, Ind.—Eltr. "A" of the Indianapolis Eltr. Co. has been closed for some time while making extensive changes and repairs. A new outfit of scales has been installed.

Indianapolis, Ind.—At the annual meeting of the Board of Trade followed by a dinner, June 13, William H. Howard, sec'y, showed receipts of \$81,225 for the year; disbursements, \$58,637; cash balance, \$6,300; surplus assets, \$42,518; total assets, \$310,917.

Elwood, Ind.—The 30,000-bu. eltr. that has been under construction for the Jay Grain Co. for the last three months, was finished in the evening of July 1 and received its first load of grain next morning. The building is 78 ft. high and covers two large lots.

Milford Junction, Ind.—Our eltr. on the B. & O. track burned June 17; loss on grain, \$4,000, with \$1,500 insurance. We still operate the eltr. on the Big Four tracks at this station. We will probably rebuild next spring on both roads.—Ohio Hay & Grain Co., Findlay, O.

Sweetsers, Ind.—The eltr. plant under construction for Baum Bros. & Co. is rapidly nearing completion. Two storage buildings have a capacity of 20,000 bus. Equipment includes two sets of wagon scales and two dumps. The fireproof steam plant occupies a brick building about 40 ft. from the nearest storage house.

Vincennes, Ind.—We completed the organization of the Vincennes local of the Indiana G. D. A. at the meeting held here in the evening of June 24, by the election of J. W. Walker of Wheatland, pres. and sec'y; and J. P. Allen of Sullivan, vice pres. These stations were represented at the meeting: Lyons, Carlisle, Elnora, Oaktown, Emison, Princeton, Sandborn, Bicknell, Petersburg, Washington, Odon, Marco, Hazleton, Plainville, Wheatland, Sullivan, Merom and Vincennes. We will have another meeting soon.—M. T. Dillen, sec'y Indiana G. D. Ass'n, Indianapolis, Ind.

Evansville, Ind.—The wooden eltr. and warehouse of W. H. Small & Co. burned soon after midnight in the morning of June 29. The brick and steel eltr., that stood next to the wooden structure, was saved. The building destroyed was full of grain and hay; loss practically total, on buildings \$15,000, on stock \$50,000; insurance, \$40,700. The fire is believed to have been started by toy balloons.

IOWA.

Dow City, Ia.—I am going to Colorado.—Jas. McColl.

St. Ansgar, Ia.—Frank Sedlack has bot the eltr. of Lund & Hume and has put Jack McMahan in charge.

Osage, Ia.—The eltr. of John Bartle burned early in the morning of June 22. It contained but little grain.

Buffalo Center, Ia.—The recently organized Farmers Eltr. Co. has purchased the eltr. of F. S. Livermore for \$4,500.

Huntington, Ia.—Fred Stade, who operates the eltr. of Greig & Zeeman in Dunnell, Minn., took over a half-interest in the Leo Grain & Lbr. Co. at this station July 1.

Duncombe, Ia.—George A. French, agt. for the Western Eltr. Co. at Sulphur Springs, Ia., before its house burned there in March, opened its eltr. at this station July 1.

Carroll, Ia.—W. E. Parsons has disposed of his interests in the firm of Culbertson & Parsons to his partner, F. H. Culbertson, who will continue the grain and coal business.

Stockton, Ia.—The Farmers Eltr. Co. incorporated to deal in grain, feed, fuel, lumber and merchandise; capital stock, \$20,000; directors, E. E. Moeller, H. Paulsen, H. P. Broders and six others.

Des Moines, Ia.—The Western Grain Dealers Ass'n will hold its one-day business meeting July 13 at 10:30 a. m., Wednesday, in the Savery hotel. Complete program is published elsewhere in this number.

Stockton, Ia.—We sold our eltr. at this station to local parties who afterwards organized a farmers' company to take the property over. The new firm is now ready for business with E. E. Moeller as pres. and general mgr.—Stockdale & Dietz Co., Walcott, Ia.

Coon Rapids, Ia.—The recently incorporated Farmers Eltr. Co. opened the eltr. it bot from the Doud Mlg. Co. with F. W. Gottsche in charge, June 25. He has managed the eltr. for some time and will buy for the new company.

Scarville, Ia.—The Scarville Eltr. Co., a farmers' company organized with a capital stock of \$20,000, has bot the eltr. of the Western Eltr. Co. and opened for business July 1. Isaac Larson is pres.; J. K. M. Larson, vice-pres., and C. L. Suby, treas.

Sioux Center, Ia.—Gerrit Boeyink, who was mgr. for the Farmers Eltr. Co. here about two years, has bot out my successor, Henry Van Dyk. D. Muilenburg, who has been mgr. for the Thorpe Eltr. Co. at this station, will succeed Mr. Boeyink at the Farmers Eltr.—H. K. Eggink.

Scarville, Ia.—I have been employed as mgr. for the recently organized Scarville Eltr. Co., that will deal in grain, flour, feed and coal and will be ready for business about July 25. I was formerly mgr. for the Western Eltr. Co., whose eltr. the new company purchased.—S. C. Monson, Hanlontown, Ia.

Gilbert, Ia.—The Gilbert Grain Co., whose eltr. burned last March, has let the contract for a new building to J. C. Spangler of Gowrie.

Dakotah, Ia.—The eltr. of J. C. Huey burned recently, with 2,500 bus. of oats in storage. Partial insurance. The blaze was not discovered until a large section of the roof was on fire. As an engine had passed by a short time before, it is supposed that sparks lighting on the dry shingles started the blaze.

Sulphur Springs, Ia.—Ed. Daniels, Jr., bot the scales, office, coal sheds and corn cribs of the Western Eltr. Co. after its eltr. burned March 10, last. Fire started in the engine room, supposedly from an overheated exhaust pipe. We saved the office and other buildings. I have been out on the Pacific coast but have been transferred to the company's eltr. at Duncombe, Ia.—George A. French, agt. Western Eltr. Co.

KANSAS.

Topeka, Kan.—George Dickhut and others will build an alfalfa mill here.

Mound Valley, Kan.—Rust & Call will build a mill in connection with their eltr.

Arnold, Kan.—Tomlinson Bros. will equip their eltr. with a Hall automatic Shaft Ratchet.

Hazelton, Kan.—A. R. Eakins will have charge of both eltrs. of Kelly Bros. at this point this season.

Wilson, Kan.—Weber & Co., successor to Weber & Pierano, have purchased a Hall Special Eltr. Leg.

Stockton, Kan.—The Morrison Grain Co. has taken over the eltr. here of the Baker-Crowell Eltr. Co.

Walker, Kan.—The Wheatland Eltr. Co. is installing Hall Shaft Ratchets in its eltrs. here and at Toulon.

Bluff City, Kan.—I have leased and will operate the Farmers Eltr.—Chas. Burlic, formerly mgr. here for Arkansas City Milling Co.

Ford, Kan.—I have succeeded G. E. Stuart as mgr. for the Ford Eltr. & Supply Co.—E. W. Olson, former mgr. Farmers Co-op. Ass'n, Ray, Kan.

Halstead, Kan.—The Halstead M. & Eltr. Co. has installed new cleaning machinery and has built a head house and a shed over the switch track.

Bronson, Kan.—William Noble of Moran, Kan., took charge of the eltr. and grain business here July 5, which he purchased from McCarty & Bowers.

Claudell, Kan.—We are rebuilding and enlarging our eltr. at this point. Have all material on the ground and machinery partly installed.—The F. W. Gaunt Grain Co., Alton, Kan.

Concordia, Kan.—Local meetings of grain dealers were held at this place June 22, Downs June 23, and at Phillipsburg June 24; all well attended.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Grainfield, Kan.—The Hoffman Eltr. Co. has enlarged its eltr. at this station. F. D. Sperry is remodeling his. The Western Star Mlg. Co. of Salina is putting in a new eltr. to be completed by Sept. 1.—C. E. Cheney, agt. Hoffman Eltr. Co.

Valley Center, Kan.—I sold my eltr. here to W. G. Straley, who will manage it himself. I have gone into the real estate business and am also interested in apples, raising and shipping them, at Centerton, Ark., where I went six weeks ago.—Samuel Garver.

Liberal, Kan.—The Bolin-Hall Grain Co. is building a 100-bbl. flour mill here.

Collyer, Kan.—The Colorado M. & Eltr. Co. will install a Hall Special Eltr. Leg.

Grainfield, Kan.—F. D. Sperry is equipping his eltr. with a Hall Special Eltr. Leg.

Solomon, Kan.—I. L. Gillingham, agt. Salina Mill & Eltr. Co., 25 years old and unmarried, was killed recently while at work in the eltr. He was caught in the shafting, his arm was wound around the shaft, broken in several places and drawn up so tight he evidently choked to death immediately and the machinery was stopped. Some time elapsed before his body was found.

Niles, Kan.—The eltr. owned by Daniel Murphy and operated by the Salina Produce Co., burned June 18; loss on eltr. \$3,000, no insurance; loss on 1,000 bus. wheat fully insured. Mr. Murphy will rebuild immediately. The scale and small warehouse used for feed storage were saved and the Salina Produce Co. has continued to handle grain. Ira A. Pribble managed the eltr.

Hutchinson, Kan.—Charles G. Smith, who has been a deputy state grain inspector for the last year, resigned July 1 to go into the wholesale commission business in grain, hay and lumber with John M. Starr. Both have been associated with the grain trade in this territory for the last 15 years. They intend to build a terminal house here to operate in connection with country eltrs.

New members of the Kansas Grain Dealers Ass'n are: Savill & Huxtable, Blue Rapids; Inman Farmers Eltr. Co., Inman; Maynes Bros., Colby; O. K. Grove, Netawaka; Ferguson & Shircliff, Hutchinson; Barkemeyer Grain Co., Sedgwick; Hayes & Daves, Winfield; Grenola Mill & Eltr. Co., Grenola; C. F. Dean, Agra; Carleton Grain Co., Cawker City; P. L. Jennings, Glasco; John Wolfspurger, Lindsey; C. O. Ainsworth, Courtland; N. Dreiling & Son, Walker; Conrad Jamsseon, Lorraine; Smith Center Mill, Eltr. & Light Co., Smith Center; G. W. Douglas, Athol; Fred Moshier, Rexford, Kan.; H. H. Norcross, Pease Grain & Seed Co., and the R. Davis Grain Co., Beatrice, Neb.; the Courtland Farmers Grain Co., Courtland, Neb.; R. E. Simmons of Blue Springs, Neb.—E. J. Smiley, sec'y Kansas G. D. A.

WICHITA LETTER.

A. F. Johns, representing the Kemper Grain Co., has returned to become the company's local mgr. in Wichita.

H. L. Stover has resigned his position as local mgr. for the E. R. & D. C. Kolp Grain Co. and will be connected with the Western Grain Co.

The W. F. McCullough Grain Co. has added a new department to its business, that of coarse grains and seeds. C. E. R. Winthrop, formerly mgr. for the Western Grain Co., will have charge of it. He has had valuable experience in that line.—H.

Henry J. Nickel, former mgr. of the Wichita Board of Trade Clearing House Ass'n, who disappeared May 28, short in his accounts about \$12,000, returned June 23 on the advice of his counsel to remain here if he desires, but not to talk. He told acquaintances he would engage in some business here or seek employment, and expressed the hope that the Board of Trade would not lose by his action. He was bonded by a surety company for \$20,000.

All samples of new wheat received so far are much ahead of last year's first samples, and it now looks as tho both Kansas and Oklahoma will have some very fine milling wheat even without rains in July.

The final game of the baseball series between the Bulls and Bears was played June 18. As each team had won two games a battle royal was anticipated. The bulls won by the score of 12 to 7. The chief features of the game were Ed. Kelly's batting and the umpiring of W. H. Burns.

The first car of new hard wheat to reach the Wichita market was received by the McCullough Grain Co. from the Pond Creek Grain & Fuel Co. of Pond Creek, Okla. It graded No. 2, tested 64 lbs. and was sold at auction for \$1.02 per bu. to Alvin Harbour of the Harbour Grain Co., who started in early to get the wheat and had the other bidders out of the race on his first bid.

The Otto Weiss Alfalfa Stock Food Co., whose plant burned Apr. 8 at a loss of \$40,000, will rebuild on the same site a much larger and better plant, comprising six fireproof buildings, each by itself as a further guard against the danger of fire. When finished the main office and warehouse, now located in the city, will be moved to the plant. The company's paid-up capital stock will be increased from \$50,000 to \$100,000.

In the case of George K. Clark against the Otto Weiss Alfalfa Stock Food Co., the firm has filed an answer denying most of the plaintiff's allegations. Clark was employed by the company which he sued for \$5,000 damages, alleged to have been sustained by his arm catching in the cogs of a cutting machine at the company's plant Dec. 6, 1908. The company declares it had provided plaintiff with sufficient safeguards, hence it is not responsible for his injury.

The J. Sidney Smith Grain Co. of Kansas City no longer has a representative in Wichita. The David Heenan Grain Co., which has represented it many years, has all it can do to handle its own business and has discontinued its agency for the company, which will incorporate the Perry C. Smith Grain Co. to handle its Wichita business, with Charles Baldwin, a stockholder, as mgr. Miss L. Rea, formerly at the Smith Co.'s recently closed Wichita offices, has taken a position as sec'y to Mr. Harold of the J. R. Harold Grain Co.

Injunction proceedings have been filed by C. B. Gaunt against C. E. R. Winthrop and W. F. McCullough of the McCullough Grain Co., based on a former partnership between Mr. Gaunt and Mr. Winthrop in the C. B. Gaunt Grain Co. and the Western Grain Co. At the dissolution of the partnership an arbitration board was appointed consisting of George Noll, Ed Kelly and J. M. Craig to dispose of the assets of the two partners. They awarded to Mr. Gaunt all the assets of the Western Grain Co., including buyers' and sellers' lists of grain dealers, millers and seed dealers. Mr. Gaunt's petition alleges that these lists included 2,000 names of great value to any grain firm and that they cost \$1,500, including the services of one man for a year, valued at \$1,000, and \$500 for postage and other expenses. Mr. Gaunt alleges that Mr. Winthrop made copies of these lists and permitted the McCullough Grain Co. to use them after he entered its employ. The petition asks a restraining order preventing the use of the lists

and that pending action they shall be turned over to the clerk of the district court or to a receiver named by the court.

Some of the grain commission firms are shifting their headquarters. The J. R. Harold Grain Co. has moved into the Board of Trade bldg. The E. K. Nevling Grain & Eltr. Co., which has had its offices for many years on the second floor of the Sedgwick Bldg., has moved to the office of the Heenan Grain Co. on the fifth floor. David Heenan is one of the oldest grain men here and one of the oldest members of the Wichita Board of Trade. He will take an active part in the management of the Nevling Co. The McCullough Grain Co. will move into the offices vacated by the Nevling Co. and the Roth Grain Co. will move into the old office of the McCullough Co.

KENTUCKY.

Louisville, Ky.—The grain committee of the Board of Trade, of which H. H. Bingham is chrm., at its annual meeting, June 21, re-elected M. L. Satterwhite chief grain inspector for this market. He has held that position nearly 30 years. Lee D. Irvine, William Knight and John W. Petty were elected assistant inspectors. Twenty-one weighers were elected, almost all of whom have been in the service some time. The committee adopted the standards of grain inspection without change.

Owensboro, Ky.—The stock of the Owensboro Grain Co., owned by T. R. Hardy of Rockport, Ind., was sold to Henry E. O'Bryan of the Griffith Eltr. Co. and the two firms have been consolidated under the name of the Griffith Eltr. Co. The plant of the Owensboro Grain Co. burned last year but its business was continued in temporary quarters. Mr. O'Bryan managed the company several years. A deal is on with Rounds Bros. for the property on the river front. Frank Rounds says as soon as the deal is closed his firm will build to the partly burned building and will open the granary and handle corn and hay for the local market. As Rounds Bros. have a fleet of boats they will then tow grain in from river points.

LOUISIANA.

New Orleans, La.—Two shipments of corn went out from this port in June, one to Antwerp and the other to Havre, making a total of 40,601 bus. compared with 33,196, bus. shipped in June, 1909. No wheat was exported in June of this or last year. Exports of wheat since Sept. 1 last, amount to 1,156,395 bus. compared with 2,505,083 bus. shipped during the corresponding period of the previous season. Corn shipped since Sept., 1909, amounted to 5,131,918 bus. compared with 4,145,087 bus. exported during the corresponding months of the preceding season. —W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

New Orleans, La.—At a meeting of the grain interests of this city, June 25, it was decided to protest against the application to all shipments of grain of the rates on native corn and oats, established in 1909, on application of the Board of Trade. Last year was the first in which a surplus of corn was received in Louisiana, and large quantities were shipped to other states, especially Texas. The state R. R. commission will convene July 22 and is considering a reduction in existing rates. Wheat shipments from this port decreased 1,348,687 bus. from Sept. 1, 1909, to July 1 of this year, compared

with the shipments during the corresponding months of the previous season.

MARYLAND.

Baltimore, Md.—The directors of the Chamber of Commerce have appointed the following committees to serve for the ensuing year: Wheat, Hiram G. Dudley, John M. Dennis, Joseph C. Legg, P. W. Pitt and Walter Kirwan; corn, Edwin Hewes, Thomas C. Craft, Jr., J. A. Manger, T. M. Maynadier and William Rogers; oats, Joseph M. Warfield, M. R. Schermerhorn and Eugene Blackford, Jr.; rye, J. Frank Ryley, E. H. Beer and L. M. Jackson.

Baltimore, Md.—The first arrival of new wheat was exhibited at the Chamber of Commerce June 24. The shipment came from Lancaster Co., Va., measured 78 bus., was consigned to C. M. Lewis & Sons and sold to the Gambrill Mfg. Co. at \$1.10 per bu. The berry was larger than last year's, free from garlic and close to No. 2 red winter wheat, altho the grain was somewhat cracked from threshing. Last year's first arrival of new wheat came in June 19 and sold at \$1.30 per bu.

Baltimore, Md.—Receipts during the month of June included 198,642 bus. wheat, 302,908 of corn, 251,304 of oats, no rye, 2,484 bus. barley, 67,453 of malt, 3,395 tons of hay, 424 of straw and 731 tons of mill feed, compared with 42,596 bus. of wheat, 258,339 of corn, 182,338 of oats, 2,740 of rye, 3,656 of barley, 38,137 bus. malt, 4,790 tons of hay, 252 of straw and 278 tons of mill feed received in June, 1909. Shipments in June, 1910, included 133,480 bus. wheat, 38,346 of corn, 80 bus. of oats and 1,136 tons of hay, compared with no wheat, 7,088 bus. corn, 230 bus. oats, and 1,574 tons of hay shipped in June, 1909.—James B. Hesong, sec'y Baltimore Chamber of Commerce.

MICHIGAN.

Burt, Mich.—The Burt Eltr. Co., incorporated; capital stock, \$10,000.

Beaverton, Mich.—The Beaverton Eltr. Co. will build a cement warehouse with basement for storage of potatoes and apples.

Lansing, Mich.—Attention of shippers is directed to the change in the Michigan B/L law, now in effect, requiring all Bs/L to be 11 in. long by 8½ wide.

Charlotte, Mich.—J. D. McLaren & Co. bot the 75,000-bu. eltr. formerly owned by the Ferrin Bros. Co. and placed W. Van Vleet of Clare in charge.—A. C. Van Sickle, mgr. J. D. McL. & Co., Ionia, Mich.

Collins, Mich.—J. D. McLaren & Co. are erecting another building, 24x30 ft., and will move the equipment from the old into it. They will then use the old building for storage.—A. C. Van Sickle, mgr. J. D. McL. & Co., Ionia, Mich.

Lansing, Mich.—The summer meeting of the Michigan Millers Ass'n will be held here at the Mich. Agri. College, July 13-14. The experiment station will demonstrate the benefit of its investigation in increasing the acreage and yield of wheat in this state.

Allegan, Mich.—E. F. Sherman, whose eltr. was burned in July, 1909, by a fire started by a spark from a passing train, has received \$9,000 thru the courts from the railroad company. The Burrell Engineering & Construction Co. has the contract for his new plant.

Scotts, Mich.—We contemplate purchasing a car loader.—White Bros. & Co.

Carsonville, Mich.—W. H. Quail, pres. of the Co-op. Eltr. Co. at Sandusky, Mich., will build an eltr. at this point.

Lansing, Mich.—The state R. R. commission is investigating complaints made by railroad officials, alleging misbilling by some Michigan shippers, who have requisitioned the carriers for cars for low-grade commodities and have then made shipments taking higher rates.

White Pigeon, Mich.—My 10,000-bu. eltr. is equipped with a cleaner, corn sheller, feed grinder and gasoline engine. No other eltr. at this point. My opposition is one scooper and I would much prefer a regular eltr. as a competitor.—F. L. Gill, successor to W. J. Thomas & Co.

MINNESOTA.

Garfield, Minn.—The Farmers Eltr. Co. bot the 20,000-bu. eltr. of M. H. Amsden. K. P. Landru, mgr. F. Eltr. Co.

Richdale, Minn.—The Globe Mfg. Co. of Perham has purchased the eltr. here of the Andrews Grain Co. and will open it in the fall.

Jeffers, Minn.—The eltr. of the Benson Grain Co. is being taken down to be removed to a point near Aberdeen, where it will be rebuilt.

Evansville, Minn.—Farmers in this vicinity are considering organizing a company to purchase the eltr. of the Mnpls. & Northern Eltr. Co.

Royalton, Minn.—The eltr. of the Powers Eltr. Co. burned July 4; fire started by locomotive sparks. Only \$2,000 worth of grain was in the house.

Ersline, Minn.—Lightning struck the eltr. of the Northland Eltr. Co., recently, and the building was destroyed by the fire that followed, also 2,000 bus. of grain.

Owatonna, Minn.—The eltr. of the Farmers Eltr. Co. burned about 3 o'clock in the morning of June 30. The building was valued at \$10,000; loss, \$15,000; insurance, \$11,600.

Darfur, Minn.—The Darfur Farmers Eltr. Co. has been organized with Theo. Englin, C. W. Stark and N. J. Nelson on the directorate. It is negotiating for one of the eltrs. here.

St. James, Minn.—The St. James Farmers Grain Co. has been incorporated by John Luther of Madelia, F. W. Meyer and P. H. Grogan of St. James and others; capital stock, \$30,000.

Stephen, Minn.—Lars Mickelson has bot the eltr. here of the Duluth Eltr. Co., which has been leased to James Potter and operated by him. The new owner will take possession Aug. 1.

Chokio, Minn.—The Duluth Eltr. Co. will open its house here this fall with Chas. McAllen as buyer. The National Eltr. Co. is rebuilding driveways with dirt.—E. A. Sparrow, agt. N. Eltr. Co.

Duluth, Minn.—It is believed that the action of the railroads in raising the rates on grain from points in southern North Dakota to Minneapolis will turn considerable grain toward the head of the lakes.

Morton, Minn.—The eltr. of the Gt. Western Eltr. Co. burned to the ground, June 18. As this leaves Morton without an eltr., farmers are considering organizing a company to build an eltr. as soon as possible.

Hendrum, Minn.—The Co-op. Eltr. Co. is considering buying out the Hendrum Eltr. Co.

Lakeville, Minn.—The Clare Milling Co., of Waseca, operates a 50,000-bu. eltr. here on the C., M. & St. P.

Garvin, Minn.—Al. Callearn has succeeded H. E. Regnier as mgr. for the Garvin Independent Eltr. Co. Mr. Regnier has a position as buyer at one of the eltrs. of the Marshall Mill Co.—Peter-son & Webb.

Dunnell, Minn.—I have succeeded Fred Stade as agt. for Greig & Zeeman. He resigned and bot a half-interest in an eltr. at Huntington, Ia. I started this eltr. when it belonged to A. D. Packard & Son and am back again after an absence of four years.—E. A. Cooper.

Duluth, Minn.—The new members admitted to the Board of Trade during June were: C. K. Templeton and Percy Fuller of Duluth. Those who withdrew from membership were: R. M. Wolvin, Winnipeg; N. J. Brogan, Chicago, and W. B. Banks, Jr., of Duluth.—Chas. F. Macdonald, sec'y Board of Trade.

Maple Island, sta., Marine Hills p. o., Minn.—The eltr. and feed mill of Joseph Josephson burned during the night of June 29, with two cars on track loaded with grain and hay. Loss on eltr. and contents, \$8,000. Some insurance. Considerable grain in store in the eltr. is a total loss. The fire appeared to have started on the outside of the building, tramps or engine sparks are blamed. The building was formerly the flour mill of the late Isaac Staples. Mr. Josephson bot it some years ago and moved it to the railroad where he has since operated it as an eltr. and feed mill.

Duluth, Minn.—Receipts during June are as follows: Wheat, 983,305 bus.; corn, 323,737 bus.; oats, 856,495 bus.; barley, 1,146,484 bus.; rye, 28,181 bus.; flax, 57,491 bus.; compared with June, 1909: Wheat, 262,871 bus.; corn, 284,668 bus.; oats, 197,012 bus.; barley, 193,164 bus.; rye, 9,011 bus.; flax, 104,940 bus. Shipments for June, 1910, are as follows: Wheat, 1,751,018 bus.; corn, 269,286; oats, 985,000; barley, 1,365,230; rye, 86,156; flaxseed, 162,544; against wheat, 2,615,000; corn, 181,227; oats, 460,462; barley, 217,069; rye, 12,300, and flaxseed, 471,686 bus. for June last year.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

MINNEAPOLIS LETTER.

The Hatton Grain Co. incorporated by H. F. Douglas, P. L. Howe, William Young and three others; capital stock \$50,000.

Herbert J. Atwood of the Atwood-Larson Co., Duluth, has applied for membership in the Minneapolis Chamber of Commerce.

Everyone in the Corn Exchange Building burned one of Scott F. Evans' Special Delights recently because—well, it's a girl. Mother and daughter both doing well.

Otto Zimmerman has started in business for himself. He has opened offices in the Corn Exchange bldg. and will specialize in barley, buying for maltsters and others.

Jos. V. Williams, from North Dakota, has associated himself with the Ray Grain Co., in the grain commission business, and will represent the firm in the field work. The company has a membership in the Minneapolis Chamber of Commerce and in the Duluth Board of Trade, with headquarters in this city.

For a membership in the Chamber of Commerce \$3,700 was bid recently.

H. E. Norton has resigned his position as purchasing agt. for the St. P. Union Stockyards Co. and the St. P. Bridge & Terminal Ry. in St. Paul to engage in the grain business in this city.

The Fraser-Smith Co. began business in grain and feed July 1. Frank Fraser of the New Prague, Minn., Flouring Mills Co. and M. W. Smith, a coarse grain man of this city, are the principals. Mr. Fraser will move here in August. Jay Canfield, who has been with E. S. Woodworth & Co. about 18 years and is thoroly posted on the feed trade of the country, has resigned his position as manager of the feed department of that firm to take a similar position with the Fraser-Smith Co.

MISSOURI.

Liberty, Mo.—Jas. I. Estes has sold his coal and grain business to E. B. Duncan.

Higginsville, Mo.—A Western Pitless Sheller will be installed by the Eagle Mill & Eltr. Co.

Garfield, Mo.—The Garfield Grain & Coal Co. has increased its capital stock from \$5,000 to \$10,000.

St. Joseph, Mo.—The St. Joseph Alfalfa Feed & Mfg. Co. will build a mill with a daily capacity of 100 tons.

Clinton, Mo.—M. J. Young's eltr. burned June 26. The fire is supposed to have started in the engine room. Insurance: \$2,000 on building and machinery and \$1,500 on stock.

Jefferson City, Mo.—The state board of railroad and warehouse commissioners has held a discussion with representatives of the railroads in regard to putting into effect a new schedule of freight rates. The proposed schedule which decreases the rates on general freight about 8 per cent, increases the rates to shippers of corn, wheat and oats from 8 to 12 per cent.

KANSAS CITY LETTER.

W. A. Rule has revived a proposition to erect a new building for the Kansas City Board of Trade.

Work on the new eltr. for G. A. Jones is progressing rapidly, and it is expected to be ready for use next month.

A charter has been issued to the Exchange Cotton & Linseed Meal Co., capital stock, \$5,000; incorporators, A. L. Parnham, C. G. Schaefer and I. W. Hubbard.

H. T. Mulhall, who has been with the Armour Grain Co. for thirteen years, has bot the membership on the Board of Trade formerly held by the late D. W. C. Bower and will become associated with Goffe & Carkener.

Our senior partner, J. Sidney Smith, has retired and the business will hereafter be continued by his son, Perry C. Smith, under the name of Perry C. Smith Grain Co. incorporated with \$4,000 capital stock by Perry C. Smith, Cecil Mann and Louis Reis.—J. Sidney Smith & Son.

E. D. Bigelow, sec'y of the Board of Trade has notified the members to discontinue deducting 100 lbs. for shrinkage on cars weighed here after June 27. This is according to an order of Attorney-General Major who has decided that deductions must cease pending the decision of the United States Supreme Court. E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, on July 1 issued a circular letter to members with a blank form for the

assignment of their claims on account of dockage to him, the attorneys of the Ass'n having given an opinion that shippers can recover the 100-lb. deduction for 5 years back. The assignment, together with A/S, weight certificate and check for 10 per cent of the amount of claim, to be sent to Mr. Smiley. These remittances will be placed in a separate fund to meet the expense of suit to be brot against the Kansas City buyers. A number of receivers have written their customers that some of the elevator and mill operators have agreed to make repa-ration for dockage taken since Aug. 16, 1909.

ST. LOUIS LETTER.

The Pendleton Grain Co. has assumed the lease of the Western Eltr. in addition to operating the Southern Eltr.

George W. Clinton, formerly with the P. P. Williams Grain Co., has taken charge of the shipping dept. of the Eaton, McClellan Commission Co.

James A. Patten has sold his membership in the Merchants' Exchange to Herbert E. Rycroft, a member of the Chicago house of Bartlett, Frazier & Co.

Arthur Brockman, for many years in charge of the grain dept. of the John Wahl Commission Co., has resigned and with Chas. M. Fresch has formed the firm of Arthur Brockman & Co.

The first car of 1910 Missouri wheat was received July 2, from Bertrand, Mo., and was sold by the John Wahl Commission Co. to T. E. Price & Co. at \$1.06. The wheat was of fine quality and tested 61 lbs. per bu.

John D. Mullally, who has been actively engaged in the hay and grain business for twenty years, will have charge of the hay department of G. L. Graham & Co., having severed his connection with the Cochrane Grain Co.

The Roberts Grain Co., of Omaha, has established a St. Louis branch, with offices in the Merchants' Exchange bldg., in charge of P. J. Mullin, vice-pres. of the company, who has had wide experience in grain and banking.

The following were elected members of the Merchants' Exchange in June: P. J. Mullin, Roberts Grain Co., Omaha, Neb.; Duane Hall, Eugene W. Seele, Seele Bros. Grain Co., St. Louis; Herbert E. Rycroft, Bartlett, Frazier Co., Chicago; Bruce H. McFadden, McFadden & Co., Havana, Ill. The above were transferred from Chas. I. Dayton, James A. Patten, Harry M. Condrey, F. H. Ludington and L. A. Hofmann.—Geo. H. Morgan, sec'y Merchants Exchange.

St. Louis grain receipts during June were: Wheat, 534,000 bus.; corn, 1,920,600 bus.; oats, 1,192,000 bus.; rye, 20,000 bus.; barley, 35,100 bus.; compared with receipts during June, 1909: Wheat, 204,000 bus.; corn, 1,571,900 bus.; oats, 1,076,800 bus.; rye, 6,000 bus.; barley, 24,700 bus. Shipments during June, 1910, were: Wheat, 782,280 bus.; corn, 1,121,190 bus.; oats, 932,390 bus.; rye, 17,130 bus.; barley, 9,520 bus.; compared with shipments during June, 1909: Wheat, 262,430 bus.; corn, 1,014,780 bus.; oats, 756,630 bus.; rye, 9,050 bus.; barley, 57,020 bus.—Geo. H. Morgan, sec'y Merchants Exchange.

MONTANA.

Chester, Mont.—We are building a 25,000 bu. eltr. here.—McCabe Bros.

Benchland, Mont.—The Benchland Farmers Eltr. Co. will soon begin construction on a 45,000-bu. eltr.

Dunskirk, Mont.—We are building a 25,000 bu. eltr. here.—McCabe Bros.

Harlowton, Mont.—W. H. Smith is building a 500-bbl. flour mill and 2 steel tanks to have a storage capacity of 40,000 bus.

NEBRASKA.

Anselmo, Neb.—We are repairing and putting new machinery in our eltr.—Jacquot & Son.

Merna, Neb.—We are repairing and putting new machinery in our eltr.—Jacquot & Son.

Cutbertson, Neb.—The Bullard Lumber Co. will install a Hall Signaling Distributor in its eltr.

Elgin, Neb.—The Cratty Lumber & Grain Co. will equip its eltr. with Hall Signaling Distributors.

Holstein, Neb.—I have installed a Sonander Automatic Scale in my newly remodeled eltr.—Geo. L. Fisher.

Polk, Neb.—After July 10, I will no longer be in the grain eltr. business.—F. B. Williams, mgr. T. B. Hord & Co.

Crookston, Neb.—Mr. Gilman is dismantling his eltr. at Kilgore and rebuilding it here to a capacity of 20,000 bus.

Loomis, Neb.—We have recently installed a Sonander Automatic Scale.—C. A. Johnson, mgr. H. O. Barber & Son.

Concord, Neb.—A. L. Erickson has moved to Rugby, N. D., and is buying grain for the Imperial Gr. Co.—T. Hagen.

Omaha, Neb.—The membership of G. B. Dandy on the Omaha Board of Trade has been transferred to J. J. Mullaney of Sioux City.

Pauline, Neb.—We have repaired our eltr. and installed a Sonander Automatic Scale.—T. W. Jones, mgr. Pauline Grain & Supply Co.

Omaha, Neb.—E. A. Nordstrom has brot suit against the Omaha road for \$111 damages sustained in the loss of grain from cars in transit.

Leshara, Neb.—The new Farmers Eltr. Co. of which Tom Conrad is pres., is considering the erection of an eltr. with a capacity of 20,000 bus.

Rosalie, Neb.—The Farmers Eltr. Co. has been organized and will either buy or build an eltr.—P. Christensen, agt. McCaull-Webster Eltr. Co.

Meetings of members of the Kansas Grain Dealers Ass'n were held in South Platte County, Neb., in Fairbury, July 5; Hastings, July 6; Lincoln, July 7, and Auburn, July 8.

Minden, Neb.—Geo. F. Milbourn has sold his interest in the Minden Grain Co. to N. O. Milbourn and A. H. Smith with N. C. Rogers as the third member of the firm. Noel Milbourn will act as manager of the Minden Grain Co's two eltrs.

Omaha, Neb.—J. H. Wright has succeeded Chas. F. Davis as manager of the Nebraska-Iowa Grain Co. His brother, C. H. Wright, will be assistant manager. Mr. Davis retains his stock in the company, but after a Western trip will give his time to his eltr. business at Pacific Junction, Ia.

Fairbury, Neb.—The Fairbury Alfalfa Mill is about completed and, as there is an ample supply of hay, it is expected to soon be in operation. The main building, which comprises the warehouse, mill and office is 36x130 ft. and is thoroly equipped with the most modern machinery. The engine and boiler is housed in a concrete structure just adjacent. About \$12,000 is invested in this enterprise.

Crete, Neb.—M. J. Wagey is on the road, selling flour for the Crete mills.

Omaha, Neb.—Omaha received grain during June, 1910, as follows: Wheat, 135,600 bus.; corn, 1,691,800 bus.; oats, 505,600 bus.; barley, 21,000 bus.; rye, 4,000 bus.; compared with June, 1909: Wheat, 90,000 bus.; corn, 2,081,800 bus.; oats, 560,000 bus.; barley, 10,000 bus.; rye, 2,000 bus. Shipments during June, 1910: Wheat, 84,000 bus.; corn, 1,988,000 bus.; oats, 456,000 bus.; barley, 6,000 bus.; rye, 9,000 bus.; compared with June, 1909: Wheat, 40,000 bus.; corn, 1,680,000 bus.; oats, 466,500 bus.; barley, 12,000 bus.; rye, 31,000 bus.

NEW ENGLAND.

Hollis Centre, Me.—The Hollis Centre Grain Co., composed of Frank Moulton and L. E. Gross, has succeeded Moulton Bros.

Bradford, Vt.—E. T. & K. H. Ide of St. Johnsbury, have purchased the grain business of B. S. Hooker and will maintain it as a branch grain store and mill.

Boston, Mass.—The membership of the Chamber of Commerce now totals 3,819, and it is expected that this number will be increased to 5,000 before the end of the year.

NEW YORK.

Buffalo, N. Y.—A. W. Harold, connected with Dudley M. Irwin for the last 11 years, has started in the barley business for himself and has offices in the Chamber of Commerce.

New York, N. Y.—Herbert E. Rycroft, a member of the Produce Exchange some years ago, and a member of the recently formed firm of Bartlett, Frazier & Co., is again an applicant for membership in the Produce Exchange.

Albany, N. Y.—Edward Durant and Gibson Oliver of Durant & Elmore, Henry C. Palmer, formerly of the Delaware & Hudson Co., and William R. Conley, grain inspector of the Board of Trade, have been arrested, charged with grand larceny. By using false Bs/L, it is alleged, hundreds of thousands of dollars were borrowed from banks in Albany and other cities.

NORTH DAKOTA.

Barlow, N. D.—The Farmers Eltr. Co. will build or purchase an eltr.

Kief, N. D.—The Bokovoy Grain & Fuel Co. recently suffered a loss by fire.

Deisem, N. D.—Lightning recently did a small amount of damage to the Lyon Eltr. Co's eltr.

Minnewaukon, N. D.—I have resigned my position as mgr. of the Farmers Eltr. Co.—John Holden.

Hampden, N. D.—We have sold our eltr. and coal shed to the Farmers Eltr. Co.—McCabe Bros.

Grand Harbor, N. D.—A. Belcourt broke his arm while working in the machinery of an eltr. here.

Grand Rapids, N. D.—Lightning caused a small amount of damage to the Powers Eltr. Co's eltr. June 22.

Valley City, N. D.—We have installed a Sonander Automatic Weighing Scale.—The Farmers Co-op. Eltr. Co.

Walhalla, N. D.—We have purchased a coal shed here to be operated in connection with our eltr.—McCabe Bros.

Nekoma, N. D.—I have bot J. G. Stewart's eltr. and will take charge at once.—A. P. Rankins, formerly of Marion.

Mandan, N. D.—Louis Rice will erect a large eltr.

Reeder, N. D.—The Farmers Eltr. Co. has its eltr. almost finished.

Crosby, N. D.—The Kenmare Mill Co. eltr. here suffered a loss by fire of several hundred dollars and 1,000 bus. of grain.

Stanley, N. D.—The eltr. of the Victoria Eltr. Co. burned recently with a loss of \$2,500. The fire was caused, it is thot, by tramps.

Hobson, N. D.—S. A. Taal, representing the Farmers Eltr. Co. of Mandan, has been getting subscriptions from the farmers for the construction of an eltr.

Roth, N. D.—The Farmers Eltr. & Supply Co. has been organized with the following officers: J. J. Hanson, pres.; H. W. Johnson, sec'y. Directors: J. H. Hanson, Wm. Hewitt, C. C. Hedeon and others.

Spring Brook, N. D.—The Victoria Eltr. Co's eltr. has been closed for the summer. H. D. Shaaf, their agt., will go repairing eltrs. We have put in a shipping scale and coal shed this spring.—T. C. Evenson, agt. St. Anthony & Dak. Eltr. Co.

Emerado, N. D.—The Farmers Eltr. Co. has recovered judgment against the Farmers Bank for \$1,500 alleged to be due after the embezzlement by John Hempstead, an official of the eltr. company. The court threw out the bank's counter claim for an alleged overdraft.

Beach, N. D.—E. Lloyd of Wibaux, Mont., is to build a 40,000 bus. eltr. here. It will have two legs, a cleaner, and automatic and dump scales, the power to be supplied by an electric motor. J. E. Blair and J. R. Smith are to build an eltr. similar to it. D. F. Hoag has the contract for both.

OHIO.

Wauseon, O.—E. F. Hanson is installing a Western Pitless Sheller.

Chicago, O.—A. N. Richards has bought a Western Mill Sheller.

Cincinnati, O.—Henry Dickmeier, Sr., founder of the Millcreek Valley Grain Eltr., is dead, aged 78.

Greenville, O.—Helm & Reis are having a Mattoon Car loader installed by H. C. Teeter, who is also making general repairs.

Cleveland, O.—The Cleveland Grain Co. will install a large drier at its Cleveland eltr. to be furnished by the Ellis Drier Co.

Troy, O.—Russell Allen, son of Henry M. Allen of the Allen & Wheeler Co., was married recently and will run a ranch in Washington.

Monroeville, O.—Schug & Horn are installing a Monitor Cleaner and a Richardson Automatic Scale with a capacity of 1,000 bus. per hour, and recording stamp.

Toledo, O.—The last of the bucket-shops at this city was closed July 7, following severance of wires to the Rex Commission Co. at Pittsburg and elsewhere.

Mortimer, O.—We will remodel and increase the capacity of our eltr. here and also build a hay shed with a capacity of 100 cars.—Ohio Hay & Grain Co., Findlay.

Toledo, O.—The Toledo Produce Exchange has voted unanimously against extending the trading hour to two o'clock daily, except Saturday, as contemplated by the Chicago Board of Trade.

Melvin, O.—Pendrey & Ewing have succeeded F. J. Pendrey, the latter having sold a half interest to W. A. Ewing.

Farmersville, O.—Amos Brubaker has bot a gasoline engine, a Monitor Cleaner, Western Sheller and Richardson Automatic Scales from H. C. Teeter, who will also install the complete equipment.

Springfield, O.—While at work upon the new concrete eltr. of the Ansted & Burk Co. Ross Simpson fell forty feet and being lucky enough to light on a pile of rubbish, escaped with a broken ankle.

Cincinnati, O.—The newly elected officers of the Cincinnati Grain Credit Men's Ass'n., are W. W. Granger, pres.; John Dorsel, vice-pres.; W. G. Brosseme, treas., and E. E. Ferger, B. H. Wess and A. N. Braun, directors.

Toledo, O.—Several boys accused of stealing from grain cars have been arrested. It is said that the boys sold the grain to chicken feeders at the rate of 25c a sack for corn and 35c for wheat. Chief Grain Inspector Culver put men on watch and they caught the thieves.

Deshler, O.—The eltr. formerly operated by the Morton Grain Co. has been sold by Southworth & Co. to the Deshler Grain Co., newly organized with a capital of \$10,000 by J. W. Young, E. L. Camp, E. E. Davis, E. F. Evans, K. D. Keilholtz, S. L. Snyder of Holgate, and T. P. Riddle, of Ft. Wayne.

Toledo, O.—A spectacular fire on the evening of June 24, completely destroyed the old Wabash eltr. No. 4. The eltr., which was abandoned two years ago and had been partially wrecked, burned rapidly and the efforts of the firemen were directed to saving neighboring property. Several freight cars were burned also, the total loss being placed at about \$10,000.

Toledo, O.—Receipts at Toledo for June were: Wheat, 115,900 bus.; corn, 377,150 bus.; oats, 144,750 bus.; rye, 4,500 bus.; barley, none; compared with June, 1909: Wheat, 183,500 bus.; corn, 320,300 bus.; oats, 104,300 bus.; rye, 10,000 bus.; barley, 815 bus. Shipments in June were as follows: Wheat, 76,900 bus.; corn, 191,600 bus.; oats, 164,900 bus.; rye, 6,600 bus.; compared with June, 1909: Wheat, 34,900 bus.; corn, 147,200 bus.; oats, 49,500 bus.; rye, 6,500 bus.—A. Gassaway, sec'y Produce Exchange.

Cincinnati, O.—Receipts during June are as follows: Wheat, 196,658 bus.; corn, 876,466 bus.; oats, 468,692 bus.; rye, 29,778 bus.; barley, 35,000 bus.; compared with receipts during June, 1909: Wheat, 218,610 bus.; corn, 685,596 bus.; oats, 307,334 bus.; rye, 12,038 bus.; barley, none. Shipments during June were: Wheat, 201,256 bus.; corn, 805,274 bus.; oats, 320,233 bus.; rye, 3,000 bus.; barley, 16 bus. Compared with shipments of June, 1909: Wheat, 216,102 bus.; corn, 381,642 bus.; oats, 147,766 bus.; rye, 5,018 bus.; barley, 60 bus.—C. B. Murray, superintendent Chamber of Commerce.

OKLAHOMA.

Guthrie, Okla.—The Model Roller Mills have bot a Western Warehouse Sheller.

Claremore, Okla.—The Oswego Seed & Grain Co. has installed a Western Pitless Sheller.

Martha, Okla.—The big grinder in the alfalfa mill burst recently, the flying pieces endangering the lives of several men employed. The mill had just been completed, and the machine burst on trial run.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Ill.

Fairland, Okla.—I am glad to say that the first insertion of my advertisement in the Grain Dealers Journal sold the eltr. to Geo. F. Melbourn of Minden, Neb. I am removing to Astoria, Ill.—W. H. Fluke.

Watonga, Okla.—The only regular grain dealers here are the Robey Grain Co., Marshall Bros., and the Farmers Mill & Eltr. Co. All others are scoop shovellers.—C. N. Clark, mgr. Robey Grain Co.

OREGON.

Portland, Ore.—M. H. Houser has bot the business of the Pacific Grain Co.

Portland, Ore.—Wheat shipments during the 12 months prior to July 1 were divided among the following firms; Kerr, Gifford & Co., 2,093,000 bus.; Balfour, Guthrie & Co., 1,570,000 bus.; Portland Flouring Mills Co., 1,489,646 bus.; Girvin & Eyre, 307,438 bus.; G. W. McNear, 111,566 bus.; M. H. Houser, 152,618 bus., and A. Berg, 110,770 bus.

PENNSYLVANIA.

The Pennsylvania Millers State Ass'n will hold its annual convention at Atlantic City, N. J., Sept. 14 and 15.

Allentown, Pa.—Reuben P. Delp, a well-known commission merchant in grain, flour and feed, died here June 27.

Shippensburg, Pa.—G. H. Stewart, known as the oldest grain merchant along the line of the Cumberland Valley railroad, has retired from active business life and turned over the business to his son, G. H. Stewart, Jr., and Wm. A. Nickles.

PHILADELPHIA LETTER.

The latest applicants for membership on the Commercial Exchange are Geo. Hains & Co., of Malvern, Pa., and Taylor Bros., Camden, N. J.

The Chicago movement to extend the closing hours of trading in grain from 1:15 until 2:00 o'clock is not regarded here with any favor, and it is believed the change will not be made.

The receipts for June were, wheat, 190,100 bus.; corn, 108,005 bus., and oats, 385,536 bus. During June, 1909, Philadelphia received 44,878 bus. of wheat, 92,801 bus. of corn, and 409,209 bus. of oats. Exports for June, 1910, were, wheat, 191,196 bus., against wheat, 130,788 bus. in June last year.—S. R. E.

James Macaulay, known as the double of Gov. Pennypacker and one of the oldest grain merchants of this city, died recently aged 78 years, and was buried at Hammonton, N. J. He came to this country from Ireland in his boyhood and early engaged in the grain business. He was the second oldest member of the old Corn Exchange.

Leading grain men have been summoned to appear before the Interstate Commerce Commission, which will hold sessions here in the Federal building, beginning July 15, to investigate the charge that the Keystone Eltr. Co., in which the Pennsylvania Railroad is interested, is doing business very detrimental to the grain trade of this city. Former Pres. S. F. Scattergood of the Commercial Exchange is given the leading credit for this movement.

PITTSBURG LETTER.

The Pittsburgh Grain & Flour Exchange will probably send quite a delegation to the National Hay Convention at Cedar Point, O.

Austen Bros. report larger receipts of hay and much better prices than in June.

The usual midsummer quiet is here. Trade in grain is hard to stir up. Hay is a much better seller on the Exchange and dealing is more satisfactory. The coal strike, lack of building and contracting operations and the vacation period have all combined to make this a rather slow month.

Members of the Pittsburg Grain & Flour Exchange and the produce commission merchants joined in an automobile parade June 23. The 21 autos formed in line at the Grain Exchange bldg., and after an hour's run to the Eleven Mile House, started a ball game which the grain men won from the produce dealers by 14 to 7. The line up for the Grain Exchange was Fischer, Luebin, Harper, Schlentz, R. E. Austen, Ed Austen, Walton, Tad Austen and A. Lang. A banquet was given in the evening.

SOUTH DAKOTA.

Roscoe, S. D.—P. J. Wagner has completed his new eltr.

Tea, S. D.—Mr. Bruhn has succeeded Bruhn & Groeneveld.

Wesley Sta., Devoe p. o., S. D.—John Wederhoft is building an eltr.

Egan, S. D.—W. E. Chamley is the new agent of the Farmers' Grain & Lumber Co.

Cavour, S. D.—The eltr. of the Ostrout Eltr. Co. burned June 27. Loss, \$10,000.

Scotland, S. D.—S. J. Dickson has purchased A. H. Betts' eltr. of which Jacob Deutcher is mgr.

Madison, S. D.—The new eltr. of the Madison Farmers Eltr. Co., which is being built on the site of the burned eltr., is rapidly nearing completion.

Artesian, S. D.—The eltr. of H. B. Rodee was struck by lightning recently but the fire which followed was quickly extinguished by buckets of water which were handy.

Draper, S. D.—The eltr. of the Christy Grain Co. burned June 22, about 2 a. m., caused, it is thot, by lightning. The building suffered a loss of \$4,000; insurance, \$3,500. Loss on grain, \$1,100; insurance, \$1,500.

Dempster, S. D.—A fire, of supposed incendiary origin, destroyed the Farmers Grain & Mercantile Co. eltr. about midnight June 26. The loss on the building was \$5,000; insurance \$4,000. The loss on grain \$10,000; insurance \$5,000. Seven cars of salvage were also sent to Minneapolis.

Columbia, S. D.—At the recent annual meeting of the Columbia Farmers Eltr. Co. William Davenport was elected pres.; Gust Wahl, vice-pres.; F. K. Kemnitz, sec., and A. H. Smith, treas. Ed. Bernet was re-engaged as manager at an increased salary of \$100 per month and house rent.

Turton, S. D.—Stock to the amount of \$4,000 has been subscribed toward the construction of a new farmers eltr. The stockholders have elected the following officers: R. Matheny, pres.; Wm. Massey, vice-pres.; John Steffas, secy., and J. E. Morris, treas. Construction will commence at an early date.

SOUTHEAST.

Richmond, Va.—Members of the Grain Exchange held their annual election of officers June 27, with the following re-

sults: W. R. Johnston, pres.; C. W. Wingfield, vice-pres.; George D. Mayo, W. C. Bentley, R. L. Chenery, W. C. Todd, J. E. Cox, John F. Jacob, N. R. Savage, John R. Cary and S. T. Beveridge, directors.

TENNESSEE.

Memphis, Tenn.—The West Tennessee Grain Co. is no longer in business.

Nashville, Tenn.—C. Perry Snell has been granted title to the bankrupt Kendrick-Roan Eltr. Co.'s property, subject to a lien of \$15,000 held by the Fourth National Bank.

Union City, Tenn.—The Union City Eltr. Co., which succeeded the Hardy Gr. Co., has been incorporated by William Waterfield, D. S. Williams, E. Parks, T. S. Parks and Al. Garth, with a capital stock of \$25,000.

Nashville, Tenn.—Oats are in unusually good demand. Dealers show no great disposition to sell believing that prices will range higher. Corn is moving slowly and no new wheat has been shipped out from this market yet. One firm stated that last year it shipped during the first 19 days of July 277,000 bus., while so far they had not shipped a bushel. No demand is coming from the South for corn or oats except small shipments to little towns.—S.

TEXAS.

Austin, Tex.—The Ganado Mill & Eltr. Co. of Ganado has incorporated with a capital stock of \$60,000. Incorporators: N. Strauss, L. Ward, W. W. McCrory and T. N. Mauritz.

Lockney, Tex.—We are putting up an eltr. 24x26 ft. with a capacity of 10,000 bus. It is located on the Pecos & Northern Texas R. R.—J. Kendrick, mgr. Cobb & Elliott Gr. Co.

Hico, Tex.—J. F. Weiser & Co., incorporated to do a mill and eltr. business, with a capital stock of \$100,000; incorporators: J. F. Weiser, V. F. Weiser, F. A. Weiser and H. M. Weiser.

Galveston, Tex.—During the period between Sept. 1, 1909, and July 1, 1910, 1,617,298 bus. of wheat, and 1,863,602 bus. of corn were exported, compared with 4,777,005 bus. of wheat, and 7,480,932 bus. of corn during the same period last year. No shipments were made during June, 1910.—C. McD. Robinson, chief grain inspector of the Galveston Board of Trade.

WASHINGTON.

Brays, Wash.—The Columbia Grain Co.'s warehouse has been burned.

Tacoma, Wash.—H. C. Stivers has succeeded Capt. S. S. King as chief deputy inspector.

Campbell's Crossing, Palouse p. o., Wash.—The W. I. & M. R. R. is building a large warehouse here.

Mansfield, sta., Mineral p. o., Wash.—The Mansfield Farmers Eltr. Co. is installing a pneumatic grain cleaner.

Waterville, Wash.—Superintendent R. T. Lord of the Seattle Gr. Co. has secured a site for the erection of a warehouse 48x108 ft. to be of the most modern construction.

Garfield, Wash.—The Garfield Farmers Warehouse Co. has bot or leased warehouses at Grinnell, LaDow, Garfield, Crabtree, Cedar Creek, Sokulk, and Eden and the Kerr-Gifford house on the O. R. & N. The Pacific Coast warehouse at Walters Siding is also under consideration.

Seattle, Wash.—During the 12 months prior to July 1 Balfour, Guthrie & Co. shipped 1,914,505 bus., and Kerr, Gifford & Co., 1,118,396 bus. of wheat from Puget Sound. Shipments by the three other export firms were considerably less.

Ritzville, Wash.—The Ritzville Warehouse Co. has decided to construct five warehouses at Griffiths Corners, Gehke and Schoonover on the Milwaukee, and at Thomas Siding and Klemmer on the Northern Pacific. It was decided not to turn the company over to the Farmers Union, but merely to affiliate with it. John Olson was re-elected pres. and W. F. Dorgan retained as manager, while A. S. Newland was chosen director to succeed Henry W. Thiel.

WISCONSIN.

Cedarburg, Wis.—H. A. Zeunert and Alfred Vollmar have leased the eltr. owned by the Berger-Crittenden Mfg. Co. of Milwaukee, and will conduct the business under the name of Zeunert & Vollmar.

Bangor, Wis.—Fire which broke out early July 5, destroyed a large eltr. and lumber yard belonging to L. J. Roberts and the stock yards of the C. & N. W. R. R. Mr. Roberts carried no insurance and his loss will be \$25,000.

Manitowoc, Wis.—Grain and eltr. men of the city have protested the reappointment of City Weighmaster Becker, claiming that they have been asked to pay for the appointment of deputy weighers in sums from \$10 to \$15. The municipal ordinance authorizes the weigher to name deputies, and it is claimed that Becker has appointed a number and in place of fees asks payment. The council held up the appointment pending inquiry.

MILWAUKEE LETTER.

The Lyman-Smith Grain Co., which suspended business a few months ago, is being reorganized.

James A. Patten of Chicago has sold his membership on the local Board of Trade to a Sioux City broker.

Runkel & Dadmun, the remaining partners, will continue the business of Runkel, Dadmun & Sullivan, following the death of the latter June 9.

The committee on rules of the Chamber of Commerce has given an opinion that property sold to arrive, unless otherwise specified, must be shipped within 15 days of date of sale in accordance with section 10 of rule 11.

Members admitted to the Chamber of Commerce during June are: Frank J. Bell, Geo. H. Schroeder, Jos. G. Reilly, E. J. Koppelkamm, Chas. H. Loedige and F. D. Underwood; memberships transferred: W. H. Osborne, W. G. Souder, Geo. Brickbauer, John H. Tesch, dec'd., Hans Quentin, John S. George and Chas. W. Gillett.—H. A. Plumb, sec'y, Chamber of Commerce.

The Milwaukee road is now extending its main yard to have a capacity of 3,000 cars more per day around this city. In future the grain yards of this road will be able to handle all shipments received over its line, which has not been the case for some years back. The Northwestern road is establishing a general yard just northwest of the city which will have a capacity of 3,500 cars, and this will relieve all the congestion, and give the trade facilities for handling 500 to 800 cars of grain per day on that line, which will prevent future congestion.—Geo. A. Schroeder, mgr. Chamber of Commerce Freight Bureau.

Receipts at Milwaukee during June were: Wheat, 355,955 bus.; corn, 727,890 bus.; oats, 685,100 bus.; barley, 742,700 bus.; rye, 44,800 bus.; flaxseed, 3,600 bus.; compared with June, 1909: Wheat, 472,231 bus.; corn, 650,900 bus.; oats, 970,500 bus.; barley, 400,400 bus.; rye, 52,000 bus.; flaxseed, 2,400 bus. Shipments from Milwaukee during June, 1910, were: Wheat, 159,836 bus.; corn, 638,323 bus.; oats, 497,752 bus.; barley, 172,533 bus.; rye, 33,291 bus.; flaxseed, none; compared with June, 1909: Wheat, 51,600 bus.; corn, 277,988 bus.; oats, 479,218 bus.; barley, 247,282 bus.; rye, 29,019 bus.; flaxseed, none.—H. A. Plumb, sec'y Chamber of Commerce.

Reparation Awarded for Failure to Post Tariffs.

The Interstate Commerce Commission recently awarded the Canadian Valley Grain Co. reparation from the Rock Island road for failure to post tariff at Calvin, Okla.

The tariff provided for an advance from 19c to 23c in the rate on snapped corn. On March 18, 1908, the complainants shipped from Calvin to De Queen, Ark., a carload of that commodity weighing 36,800 pounds, upon which there was collected the sum of \$84.64, based upon a joint rate of 23 cents. On March 24, 1908, the complainants shipped from the same point of origin to Wilton, also in the state of Arkansas, a carload of snap corn weighing 32,800 pounds, upon which charges at the same rate were collected, amounting to the sum of \$75.44. Had the shipments moved prior to March 13, 1908, the rate legally applicable on both shipments would have been 19 cents; but upon that date, under the terms of a lawful tariff on file with the Commission, the 23-cent rate went into effect.

The complaint turns upon the fact that the tariff that became effective on March 13, 1908, although filed with the Commission, had not been posted for public inspection at Calvin before these shipments moved. A copy of the tariff had been mailed to the agent of the principal defendant at that point, with directions to post it in the freight-receiving station, but seems not to have been received by him; and not knowing therefore that the rate on snap corn had been advanced he billed out both carloads at a rate of 19 cents per 100 pounds. The corn had been sold f. o. b. destination on the basis of that rate, which the tariffs still on file at Calvin indicated as the rate then in effect. They assert that had they known that 23 cents was the legal rate the freight charges could and would have been included in the f. o. b. price at destination. They sustained a loss therefore of 4 cents per 100 pounds, or \$27.84 in the aggregate, being the difference between the 23-cent rate legally in effect and the 19-cent rate on the basis of which their delivered price was made.

These facts, which are established by the record, bring the complaint within the principle announced in Kiel Woodenware Co. vs. C. M. & St. P. Ry Co., 18 I. C. C. Rep., 242, where reparation was awarded for the failure of a carrier to post a tariff changing a rate; and upon the authority of the decision in that case we find that the complainants are entitled to reparation in the sum of \$27.84, with interest thereon from March 24, 1908.

Written Contracts Book

This book is planned for recording agreements for the delivery of grain bought. By its use each party thereby obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of..... at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you cannot afford to be without these blanks.

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The values are shown directly from the pounds without reducing to bushels.

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Grain Dealers Journal

255 La Salle St., Chicago, Ill

Right of State to Prohibit 100-Pound Deduction.

In view of the dissenting opinions of the court on the validity of the law of Missouri prohibiting the members of any board of trade from docking car-load shipments of grain 100 lbs. there is a probability that the court may hold the statute unconstitutional.

When the supreme court of Missouri a few months ago upheld the anti-dock-age law it was expressly stated in the decision that the supreme court will not pass upon the constitutionality of a statute until the rights of some one can be affected by the decision, and as the appeal was on a criminal prosecution, the question of the constitutionality of the act as violating the right to contract was not considered.

In the event Kansas shippers bring suit the right to contract will be an issue, and the dissenting opinion of Judges Valliant, Fox and Graves may hold. The gist of the majority and minority opinions follows:

MAJORITY OPINION.

In a concise form the contention of petitioner is that the General Assembly of this state is powerless to prevent the practice of the Kansas City Board of Trade in taking and appropriating to its members 100 pounds of the weight of every car load of wheat purchased by them on said Board of Trade, whether the same be clean or contains dirt, without the knowledge or consent of the consignor thereof, solely by virtue of this rule or pretense to that effect, made by itself, and without other authority, and that the said custom and rule cannot be abrogated by the General Assembly of this state.

That the inspection and regulation of weights and measures are within the police power of the states, and laws passed by the legislature for such inspection and regulation, requiring dealers and traders to conform thereto, and for the appointment or election of officers or inspectors thereunder, are in the nature of police regulation, and not repugnant to the Constitution of the United States or of this state, can no longer be doubted.

Legislation along these lines is found in almost every country, the underlying purpose of which is to secure uniform weights and measures, and to guard the people at large against defective and uncertain weights and measures and fraudulent practices connected therewith. While the act we are called to construe in this case, is not aimed at fraudulent and illegal weighing of the commodities named therein, it is aimed at practices which are closely akin to fraudulent weighing.

Of what benefit would it be to the shippers of grain to the grain markets like Kansas City to be assured that their grain was properly weighed, if, after it had been correctly weighed, the toll of 100 pounds to the car load, or any other amount which the Board of Trade might determine, should be taken without the knowledge or consent of the shippers, by virtue of this so-called rule or practice? The result to them will be the same as if fraudulent scales were used by which their grain was made to weigh 100 pounds less on the car load, without their knowledge or consent.

A fraud is, of course, a trespass upon another's private rights, and can always be punished when committed. It is therefore but rational to suppose that the state may institute any reasonable, preventive remedy, when the frequency of the fraud, or the difficulty experienced in circumventing it, is so great that no other means will prove efficacious. Where, therefore, police regulations are established, which give to private parties increased facilities for detecting and preventing fraud, as a general proposition these laws are free from all constitutional objections. Laws which provide for the inspection and grading of flour, the inspection of tobacco, the inspection and regulation of weights and measures, the regulation of weight of bread, requiring all lumber to be surveyed by a public surveyor, providing for the weighing of coal and other articles of heavy bulk on the public scales, are constitutional exercises of police power, so far as they permit one party to compel the other to comply to the regulation, in the absence of their agreement to the contrary. For example, it is permissible for

a statutory regulation to provide for standard weights and measures, and to compel their use, when the parties have not agreed upon the use of others.

The petitioner claims that this act is unconstitutional because it prohibits him from deducting an arbitrary amount, to wit, 100 pounds from each and every car of grain, irrespective of the fact whether or not it actually contains any dirt or other foreign substance. While conceding that there is no method of accurately determining the percentage of such foreign matter and dirt, he assumes that there will be an average of 100 pounds to each car. He admits that in grading wheat, dirt and foreign matter are taken into account in determining the value of the grain, but the Kansas City Board of Trade has arbitrarily added to this, and deducted 100 pounds from every car, so that, if A. shipped a car of grain to Kansas City to a member of the Board of Trade which was entirely free from dirt or foreign matter, under this rule 100 pounds would be deducted, and he loses the value of this 100 pounds, and receives no compensation therefor, but is told that he must submit to this because some other shipper may ship a car load of grain containing 200 pounds of dirt or foreign matter. Thus the grain of A., which contains no dirt, is taken without compensation, and the man who shipped a car load of grain with 200 pounds of dirt suffers a deduction of only 100 pounds.

When it is considered that Kansas City is one of the great grain markets of the world, that into its elevators and warehouses the wheat and grain from Oklahoma, Kansas, and Western Missouri go naturally to the amount of millions of bushels, and that the producers of grain are, to a large extent restricted to it as the most accessible, if not practically the only, market for the grain of those states, it requires but little calculation to estimate the extent of the toll which this rule 18 of the Board of Trade exacts of the shippers of the grain to the commission merchants of that city; neither does it involve any strength of imagination to see that this toll or deduction from the grain shipped to said city falls, not upon the local shippers in those states, but upon the producer, whose wheat or other grain must suffer this deduction. When as we know, from the general laws of trade, and as is admitted by the agreed statement of facts, that wheat is graded when offered for sale, and that when fixing its grade the dirt, or other substance, is taken into account, and its value fixed with reference thereto, the arbitrary deduction of 100 pounds from the weight of each car load of wheat or other grain, whether it be clean or not, struck the Legislature as utterly unreasonable and without justification, and that it is but a "pretense," as the statute denominates it, for an unlawful exaction. When it is considered that this exaction falls upon the producer, who in the end must suffer for the loss and that it is impracticable for each producer to prevent the wrong because he must sell on the markets afforded him, and must submit to the condition imposed, the injury, owing to the large number of producers, is to the public as well as to the individual producer. In view of the wide extent of such an exaction, it falls within the rule that whenever the public deems an act of private wrong to be of a nature requiring its intervention for the protection of the individual, it holds the act punishable at its own suit; in other words, it makes it a crime.

The legislature regarded the rule as a pretense, a deception, and accordingly made it a misdemeanor in order to prevent it; and of its power to punish it as such we think there can be no doubt. Petitioner insists that by prohibiting him from making the deduction of 100 lbs. his property is taken without due process of law. We agree with the attorney general that he has reversed the conditions. To strike down this act will be to permit him to take the shipper's property without due process of law, and without any compensation therefor. This act is a valid one and is wisely aimed to prevent unjust and unfair practice, and to repeal and nullify a rule of the Board of Trade which is unjust and unfair and contrary to good morals and fair dealings and the act offends against no provision of the constitution.

THE DISSENTING OPINION.

The section does not limit itself to sales upon boards of trade, but it applies to "every sale" of the commodities therein mentioned, it matters not when nor where made. This statute clearly strikes at the right of private contract. The first clause compels a purchaser to contract on the basis of the actual weight. Not only so, but it precludes such purchaser from so

contracting as to make an allowance for foreign substances. It applies to sales made where there is no grain inspection, as well as places where there is grain inspection. It absolutely leaves the purchasers of grain in small towns and in the country at the mercy of the seller.

"Every sale of grain, seed, hay or coal shall be made on the basis of the actual weight thereof." No cattle feeder buying light, chaffy corn, and corn not cleanly shelled, could contract for a greater number of pounds to the bushel under this statute.

This statute ignores the provisions of the general statute upon weights and measures. The general statute (Rev. St. 1899, § 10,576; Ann. St. 1906, p. 4743), passed when legislative freaks and fads were not in vogue, so far as applicable, reads: "Whenever the articles hereinafter named shall be sold by the bushel, and no special agreement as to the measurement or weights thereof shall be made by the parties, the bushel shall consist of the following number of pounds, viz." In those days we recognized that persons sui juris could contract, but in these days it would appear that the state is to assume the right to fix the terms of the contracts between private individuals, whether sui juris or not.

The contention of the state in this case is that the law is a reasonable exercise of the police power of the state, but as such we cannot so see it. Boiled down to its essence, this law simply says that no contract for the sale and delivery of certain commodities can be made between two persons sui juris, unless the actual weight of the car load or other bulk of grain be taken as the basis of the contract. The making of contracts of sale contrary to the provisions of this act does not affect the safety, health, morals, or general welfare of the public—the peculiar wards of the police power. It simply affects private contracts, and as such violates both state and federal constitutional provisions. The state is going beyond a reasonable and legitimate exercise of its police power when it attempts to prescribe the terms, or any portion of the terms, of such contracts between private individuals.

There is another reason why this statute should be declared void. The body of the act in nowise responds to the title. There is not a line in the act which describes a fraudulent transaction. It is not a fraud for two parties sui juris to agree that one will sell, and the other will buy, a car load of grain, provided that 100 or 200 pounds be taken from the weight to cover loss occasioned by the presence of foreign substances. It is not a fraud for two persons to agree that one will sell, and the other buy, a wagon load of coal at so much per hundred, provided 85 pounds, instead of 80 pounds, be allowed to the bushel, in order to cover loss from apparent foreign substances in the coal. Yet these are the very transactions involved in the body of this law. There is no reasonable connection between these transactions and the subject-matter of fraud. The law, therefore, does not fall within the purview of the enacting clause or title, and such a law cannot stand. Nor can the Legislature make that a fraud which within itself is not a fraud.

The more we outline this statute the more firmly fixed become our views to the effect that it is an unwarranted invasion of the personal right to contract. If the state cannot make an act which is authorized by the constitution, criminal, it cannot declare fraudulent an act likewise authorized by the constitution.

If this statute invades the rights of the citizens of this state who are fully capable of contracting respecting the sale of their property, then, in my opinion, it should be held invalid. If boards of trade in Kansas City, or anywhere else in this state, have rules and methods of transacting business that are not in harmony with public interests and morals, doubtless the lawmaking power will have no trouble in devising some means to regulate them; but their regulation should not be confounded with the rights of the individual citizen, who is capable of contracting in the sale and purchase of his property in such manner as his best judgment dictates. In my opinion section 1 should be held invalid.

The effect of storage and drying on 77 samples of barley is reported by W. Windisch and E. Bischkopf in the *Wochenschrift Brau*, 26 Nos. 38 to 41. These barleys were grown in different German provinces in 1902 and 1903. The vitality of all barleys grown in 1902 was increased by drying.

Supply Trade

The Cleveland Grain Co. and Union Elevator Co., Cleveland, O., are installing Richardson Portable Bagging Scales.

The S. Howes Co., Silver Creek, N. Y., July calendar reminds elevator operators of the necessity of having a first-class receiving separator.

Sylvester G. Neidhardt, formerly in the mill machinery business at Minneapolis and well known in the Northwest, died at Selkirk, Man., on June 29.

Chicago callers: F. H. Morley, Jr., Indianapolis representative of Avery Scale Co.; N. S. Webster, secretary of same company of No. Milwaukee, Wis.

The Huntley Mfg. Co., Silver Creek, N. Y., has a new catalog on the press which will be out in ten days. A copy will be mailed free to Journal readers upon request.

C. H. Theilkohl, who was formerly in the Engineering Dept. of the Jeffrey Mfg. Co. at its Chicago office, is now serving in the same capacity for the Weller Mfg. Co., Chicago.

The Union Iron Works, Decatur, Ill., has shipped two "Western" Mill Shellers and 5 "Western" Combined Shellers and Cleaners to Korff-Honsberg & Co., City of Mexico.

"From point of sales our business this year up to July 1st is 100% greater than during the same period last year."—Rayner Field, secy-treas. The Field-Brundage Co., Jackson, Mich.

The rumor that the Engineering Department of The Jeffrey Mfg. Co. is to be moved to Columbus, O., is unfounded; it is to be maintained in Chicago, as heretofore.—S. F. Joor.

James Stewart & Co., Grain Elevator Contractors, have greatly enlarged their Chicago offices, and provided additional space for draftsmen. So they now have one of the handsomest suites of offices to be found anywhere.

The Hastings Foundry & Iron Works, Hastings, Neb., has sold four Success safety man lifts and fireproof elevator boots to G. H. Birchard, Lincoln, Neb., to be installed in elevators where he is furnishing the equipment.

The Hall Distributor Co., Omaha, Neb., has sold Hall Signaling Grain Distributors to Strong-Scott Mfg. Co., Minneapolis, Minn., and Union Iron Works, Decatur, Ill., to be installed in elevators where they are furnishing the equipment.

John H. Hastings, M. C. Watson and David Blair of Indiana, Pa., have bot from J. C. Benson of Troy, O., the manufacturing and selling rights of the Benson Seed Cleaner and Grain Separator for the entire state of Pennsylvania. A stock company is being formed to increase the capacity of the Hastings plant so that it will employ about thirty men.

The next convention of the National Gas & Gasoline Engine Trades Assn. will be held in Racine, Wis., the second week in Dec. The exhibits and convention will be held in Dania Hall and the headquarters will be at the Hotel Racine. A special effort is being made to get the large jobbers and manufacturers to join with hope of bringing these two selling factors together.

Priming the Engine to Start.

In starting gasoline engines by priming the operator must remember that when the engine has run for a few minutes and then stopped, and it is desired to start again immediately, a far smaller priming charge should be used than was used to start the engine the first time.

If too much gasoline is used in the second and subsequent primings the engine may not start at all, owing to the mixture of air and gasoline vapor in the cylinder being too rich. Should this condition occur it will be necessary to turn the engine a few revolutions until the mixture thins down enough to become explosive. The reason for this variation in the priming charge is extremely simple, and yet if not understood may render worthless the easy starting qualities of the engine.

When the first priming charge is introduced into the engine cylinder, the engine is comparatively cold, and only a portion of the gasoline is vaporized. After the engine has been run even a few minutes, the interior walls of the cylinder have become heated, and when the second priming charge is poured into this warm cylinder it immediately becomes vaporized, so if the same amount is used as in the first priming charge the mixture will be too rich in gasoline. It is well for the operator to thoroughly familiarize himself by experiment in starting the engine when both cold and hot, thus finding out the proper priming charges to use under the different conditions.


One of the worst results of priming is that the gasoline poured into the cylinder cuts or washes the lubricating oil off the walls of the cylinder, leaving the surface perfectly dry and void of lubricant. When priming is resorted to, especially so when the engine is a demonstrating engine, subjected to a continual round of starting and stopping, never running over a few minutes at one time; the oil feed of the cylinder lubricator should be opened up, allowing a very liberal amount of oil to be fed to the cylinder and piston for the few minutes which the engine is run, the amount of oil fed should be far in excess of that necessary if the engine was to run five hours between starting and stopping.

Books Received

BREWERS HANDBOOK for 1910, now in its 35th year of publication, is a directory of brewers in North and South America, Africa, Asia and Australasia, including complete lists of brewmasters, malsters and the supply trades. Well bound in cloth; 268 pages, 4x8 ins.; issued as a supplement to the Western Brewer, by H. S. Rich & Co., Chicago.

The Western Union Telegraf Co. on July 7, without warning, discontinued its service to alleged bucket-shops in 10 cities of New York and Pennsylvania, including Pittsburg. It is believed the Western Union took this action to forestall additional indictments for conspiracy.

After pending two years, a decision of the Wisconsin Supreme Court requires that corn sirup shall be labeled "glucose" and as a result, outside manufacturers have decided to ship no more of the product to that state. The producers claim that to label corn sirup "glucose" would be to mislabel it and that in calling it "corn sirup" they are acting in accordance with the national pure food laws. It is said that nearly 1,000 cars of corn sirup have been shipped to Wisconsin annually.



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We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

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At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.
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Seeds

Clover seed at Millersburg, O., will make a good crop.—Southworth & Co.

Dealers at Paris, Ky., are receiving reports from farmers that the bluegrass crop will be the lightest in years.

D. M. Ferry & Co., seed dealers of Detroit, have increased their capital stock from \$800,000 to \$1,050,000 and the number of shares from 32,000 to 42,000.

The directors of the Baltimore Chamber of Commerce have appointed James H. Hess, Wm. G. Scarlett and Walter Kirwan to serve as the Committee on Clover Seed for the ensuing year.

Reichardt & Schulte, of Houston, Tex., are remodeling and building an addition to their wholesale and retail seed store. New fixtures will also be installed, and everything ready for occupancy by Aug. 1.

Baltimore received no clover or timothy seed in June, compared with 506 bus. clover seed and 1,762 bus. timothy seed in June, 1909. No shipments in either June.—Jas. B. Hessong, sec'y Chamber of Commerce.

Farmers to the number of 100 met recently at Palermo, N. D., with a view to bringing suit against the county for damages on account of the foul weeds introduced with the seed grain furnished by the county under the state law. These farmers are awake.

A weevil has destroyed thousands of acres of timothy in Redwood, Cottonwood and Murray counties, Minnesota, and State Entomologist F. L. Washburn has been asked to investigate the insect and to suggest a method of exterminating them. The insect cuts the heads of the grass.

The condition of clover compared with an average in the state of Michigan is 87. The acreage of clover that will be harvested compared with an average for the past five years is 91. The acreage of timothy that will be harvested compared with an average for the past five years is 87.—Frederick C. Martindale, Sec'y of State.

The Tucker Seed Co. of Carthage, Mo., is making extensive improvements. A 5-h. p. motor is being installed and also a power fanning mill and a power grinder for feed. An elevator is being built for conveying grains and seeds to the second floor, where they will be stored in bins to be drawn as needed thru spouts running to the salesroom.

The Robinson Seed & Plant Co., of Dallas, Tex., has merged its interests with the Texas Seed & Floral Co., and under the latter name and with a capital stock of \$100,000 will conduct one of the largest seed businesses in the Southwest. A four-story structure, 85x175 feet., costing \$75,000, will be constructed at once. R. Nicholson is pres., E. P. Brown, vice-pres., and C. W. Robinson sec'y-treas.

Cincinnati received during June, 1,122 bags of clover seed, 342 bags of timothy seed, and 7,372 bags of other grass seeds; compared with 498 bags of clover seed, 45 bags of timothy seed, and 7,016 bags of other grass seeds during June, 1909. Shipments during June were 1,250 bags of clover seed, 1,249 bags of timothy seed, and 9,748 bags of other seeds compared with 1,094 bags of clover seed, 1,209 bags of timothy seed, and 8,657 bags of other seeds in 1909.

The breeding of living things cannot be wrought out under the rigid application of scientific facts and formulas as can the construction of a drainage system, a railroad or a manufacturing plant. Under the guiding hand of science, art in breeding must also have scope. In fact, in no other line is there such large and complete union of science and art. Along with the broad scientific conceptions of Darwin, the mathematical precision of Mendel, and the statistical records of performance of the modern plant breeder, there must be the art of the sculptor, of the painter, and even of the musician, all put into operation with somewhat of the genius of a Burbank.—Willet M. Hays, assistant sec'y U. S. Dept. of Agri., before American Seed Trade Ass'n.

The amount of alfalfa seed sold to farmers in Canada during the past spring months has considerably exceeded that of any previous year. Our seed inspectors have found it in the retail trade for sale by most of the seed vendors who handle grass and clover seeds in quantity. Formerly the Canadian supply of alfalfa seed was imported from the southwestern states and much of it was of questionable quality, especially in the matter of germination. The consequent failure or partial failure of the alfalfa crops tended to discourage the use of this seed. During the past three years the alfalfa seed available to Canadian farmers has been of the medium and superior grades. The cleanest seeds are those which have been imported, tho it is believed that the local grown seed, which usually contains some ragweed, would produce an equally good if not a more satisfactory crop. Alfalfa seed is now included with red clover, alsike and timothy seed in the Seed Control Act by amendments passed during the last session of Parliament.—Geo. H. Clark, seed commissioner.

Convention of American Seed Trade Ass'n.

The first day's session of the annual convention of the American Seed Trade Ass'n at Atlantic City was called to order at 10:30 a. m. June 21, by Pres. J. C. Robinson, who made an address, followed by the report of Sec'y C. E. Kendel.

Geo. S. Green at the afternoon session presented the report of the committee on legislation. Francis W. Brill then read an interesting paper giving his reminiscences of the seed trade for 60 years back. C. N. Smith, attorney of the Ass'n, read a valuable paper on the "Advancement and Protection of the Seed Trade."

Wednesday morning, Geo. H. Clark, seed commissioner of the Dominion of Canada, gave his auditors valuable information on methods and apparatus for seed testing, illustrated with samples.

Late that afternoon the seed dealers embarked on two yachts for an excursion on the broad Atlantic, returning for the banquet at 9 p. m.

Thursday, Chas. N. Page submitted the report of the committee on seed legislation, and stated that officials of the Department of Agriculture have promised to have ready this fall the proposed uniform state law providing for purity of seed.

Thursday afternoon officers were elected as reported in the Journal June 25. The proceedings closed with the presentation of a token of regard to the retiring president.

Friday over 200 persons boarded a special train for a visit to the Fordhook farms of W. Atlee Burpee.

Canada Bluegrass.

In Farmers Bulletin 402, issued June 23, R. A. Oakley, of the Bureau of Plant Industry, U. S. Dept. of Agriculture, gives a description of Canada bluegrass, its use and value for hay and pasture, and harvesting, threshing and cleaning the seed.

Canada bluegrass is found in greatest abundance in southern Canada, and is also very common in New York, Pennsylvania and the New England states. It is spreading rapidly in the Pacific Northwest.

Canada bluegrass can not compete with Kentucky bluegrass on good limestone soils, but on poor clay soils it is the more valuable of the two.

The color and shape of the seed differ in the two species, the color of the Canada bluegrass seed being usually of a lighter shade of brown, and the apex of the seed of the former has a tendency to be obtuse while that of the latter is quite acute.

The average germination of Canada bluegrass seed is 85 per cent and the average of Kentucky bluegrass 45 per cent, so that it is inadvisable to buy the latter without first testing its vitality.

Some seedsmen are using mills especially constructed for cleaning the seed. These mills are built in two parts, one called the rougher and the other the cleaner or finisher. The latter removes the timothy, alsike, white clover and various weed seeds. No blast is used on this type of machine, but the riddles are usually more than twice as long as the ordinary screen. Excellent work can be done, but the time is greater than when a blast is used. Special attention is paid to separating alsike clover, as it is more valuable than the bluegrass.

The average yield per acre is 200 lbs., tho it is possible to obtain 500 lbs. The commercial weight per bu. is 14 lbs., but the actual weight of good seed is more than 20 lbs. per bu.

National Corn Exposition at Columbus, Ohio.

Last year there were 23 states represented at the National Corn Exposition, Omaha. This year already 30 have promised exhibits from the state experiment stations for the National Corn Exposition at Columbus, O., Jan. 30 to Feb. 11, 1911.

Heretofore the Exposition has preceded the State Corn Shows and agricultural meetings, having been held in October and December. The date for the coming Exposition will enable state organizations to assemble their exhibits of corn, other grains and grasses at the state shows with a view of forwarding the best samples to the National Exposition in competition for state and national sweepstakes. Thus the Fourth Annual National Corn Exposition will be a "grand round up" of all state agricultural shows and agricultural meetings—"The best in thot—the best in exhibits."

The Ohio State Board of Agriculture has granted the National Corn Ass'n free use of seven magnificent brick fairground buildings. These are to be connected with enclosed passageways and heated thruout. There is available floor space exceeding 130,000 square feet.

To conduct the preliminary work offices have already been opened at Columbus in charge of Geo. H. Stevenson, sec'y-treas.

Grain Carriers

Alaska is not under the jurisdiction of the Interstate Commerce Commission, was the decision of the Commission in a recent case.

Misdescription of freight to defraud carriers has become so common in New York that the state Public Utilities Commission contemplates prosecution of shippers.

The Browne Grain Co., of McKinney Tex., has asked the Interstate Commerce Commission to grant reparation for an overcharge on a shipment of snapped corn from Erath, La., to Miles, Tex.

At a recent meeting of independent lake carriers it was agreed to withdraw from commission a large number of boats. The regular line boats are getting only enough tonnage to keep them busy.

Following the conference at Louisville recently between shippers and railroad officials on new regulations for milling and reshipping in transit it is likely another meeting will be held soon at Chicago.

The McCaull-Dinsmore Co., of Minneapolis, has filed complaints with the Interstate Commerce Commission, claiming that the C. M. & P. S. and adjoining roads overcharged 20c per 100 lbs. on a shipment of corn from Elk Point, S. D., to Anaconda, Mont.

The Iowa Railroad Commission has amended the minimum weight rule as follows: "When cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on waybills and cars will be billed at the minimum weight applicable on the size car ordered, provided, however, that car 36 feet long, inside measurement, will be the minimum in such cases, except as to the shipment of live stock."

After their visit with a delegation of grain men and millers to consult the Interstate Commerce Commission at Washington with regard to the milling in transit ruling, F. D. Stevens and C. V. Topping submitted a report June 29 to the Southern Kansas Millers Club at its Hutchinson meeting. The rules are too drastic, it was stated. The committee was continued and will again visit Washington to obtain more liberal rules governing transit west of the Missouri River.

An advance in the rates on grain and flour east from Buffalo will be permitted by the Interstate Commerce Commission as the easiest way out of the difficulty presented by the conflicting demands of spring wheat and winter wheat millers. In *Jennison Co. v. Great Northern* the Commission had ordered a reduction of 1½c in the flour rate from Duluth to New York, but on rehearing the carriers showed that this would force a reduction of all rates in Central Freight Ass'n territory to New York. The rate from Buffalo will be advanced 1c per 100 lbs.

Water can be squeezed out of railroad stock by the federal government, said U. S. Attorney General Wickersham at the annual convention of the Illinois Bar Ass'n recently. Having been a leading Wall street corporation lawyer before entering the service of the public, Mr. Wickersham's statement that "watered and bonus stock is one of the greatest

abuses connected with the management of corporations" will be heartily echoed by shippers as a confession by one who knows whereof he speaks. Mr. Wickersham favors the enactment of a law limiting the issuance of capital stock.

Before finally disposing of the Spokane rate case the Interstate Commerce Commission will require the carriers to report the revenues accruing during July, August and September on the traffic hauled, at the rates in effect and those suggested by the Commission. Merchants of Spokane had objected to paying rates higher than those to Seattle on shipments from the East, but the Commission held that under the decision of the Supreme Court it could not make the Spokane rate any percentage of the Seattle rate. Instead, the Commission bases its reduction in rates on the fact that the earnings of the Northern Pacific and Great Northern for 10 years prior to 1908 have been excessive.

The Interstate Commerce Commission has dismissed the complaint by David Stott, miller, at Detroit, Mich., against the Michigan Central and other roads, alleging that defendants apply from Detroit to Eastern destinations a rate on wheat which has come to Detroit by water that is less than the rate which they apply upon the flour which the complainant has ground from similar wheat, and also that defendants grant to millers located upon their lines in case of this wheat the milling-in-transit privilege. In principle the Commission admitted Mr. Stott was entitled to a milling-in-transit rate on water-borne wheat, but denied his petition because he did not keep separate the product of rail and of water-borne wheat, and because to grant him relief, would cause too great a disturbance of rates, the discrimination against him not being undue.

Reparation Allowed.

The Interstate Commerce Commission has granted the R. W. Taylor Co. of Runnells, Ia., \$942.42 reparation of overcharges on 30 cars of grain from Iowa to Missouri, over the Wabash.

Reparation for overcharges on grain shipments have also been granted the Farmers Elevator Co., George, Ia., and the Great Western Cereal Co.

Roumania has abandoned 20% of the wheat area seeded last fall.

E. S. Holmes Jr., former associate statistician of the department of agriculture, indicted in 1905 in connection with the cotton statistics leak, has pleaded guilty to "misconduct in office," and has paid a fine of \$5,000. Next!

Bleached flour is adulterated and misbranded as charged by the government, was the verdict of a jury at Kansas City, July 6, in the test case of the Lexington Mill & Elevator Co. of Lexington, Neb. In a case tried at New Orleans the millers refused to meet the issue, attacking only the constitutionality of the law. At Kansas City, however, the merits of bleaching the staff of life were argued nearly 6 weeks. The defense showed that the quantity of poisonous nitrites introduced into the flour was extremely small, 9 parts in a million, but the jury upheld the contention of the government that any amount of poison is an adulteration. The abandonment of bleaching will improve the demand for the grades of wheat that naturally give a white flour.

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A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

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Supreme Court Decisions

"Good Wheat" Not a Warranty.—A representation that a commodity offered for sale was "good wheat" did not impart a warranty, and was mere puffing.—*Texas Star Flour Mills Co. v. Moore*. U. S. Circuit Court, Western District of Missouri. 177 Fed. 744.

Return of Goods.—A seller purchasing goods by sample is not in duty bound to return the rejected goods at his own cost. It is sufficient to offer to return them.—*Larrowe Milling Co. v. Lyons Beet Sugar Refining Co.* Supreme Court of New York. 122 N. Y. Supp. 567.

Action for Breach of Contract.—Where the buyer refused to accept and pay for wheat purchased, and notified the seller not to ship any more, the seller need not tender the wheat in order to maintain an action for breach of the contract of purchase.—*Cassels' Mills v. Strater Bros.* Grain Co. Supreme Court of Alabama. 51 South. 969.

Granting Milling in Transit.—Carriers may not discriminate between markets nor between individuals in the granting of the privilege of milling in transit, and Railroad Commissioners likewise, in regulating such privileges may not unjustly discriminate.—*State ex rel. Burr, Railroad Com'rs. v. Atlantic Coast Line R. Co.* Supreme Court of Florida. 52 South. 4.

Power of Interstate Commission.—It is the exclusive power of the Interstate Commerce Commission, in the first instance, to pass on the fairness and reasonableness of rates contained in the schedule of rates fixed by an interstate carrier on articles transported in interstate commerce.—*Thacker Coal & Coke Co. v. Norfolk & W. Ry. Co.* Supreme Court of Appeals of West Virginia. 68 S. E. 107.

Delivery to Consignee.—Where a carrier delivers the goods to a person not named in the B/L as the consignee, but who claimed to represent the true owner, the burden of proof is on the carrier to show the true ownership of the goods, and that the person to whom the goods were delivered had authority to receive them.—*Flornance & C. C. R. Co. v. Jensen*. Supreme Court of Colorado. 108 Pac. 974.

Sales.—One who buys an article which is present and subject to his inspection cannot afterwards assert an implied warranty of fitness, quality, or condition in the absence of fraud, except possibly where the seller is the manufacturer or grower or the vendor of articles intended for food; caveat emptor being the invariable maxim.—*Remy, Schmidt & Pleissner v. Healy*. Supreme Court of Michigan. 126 N. W. 202.

Delivery to Carrier.—While, as a general proposition, a delivery to a carrier is a delivery to the purchaser who orders goods shipped to him, that principle does not apply where there is a special contract by which the shipper agrees to deliver the goods to the purchaser at a certain place, and retains the title until the purchase money is paid.—*Robert M. Green & Sons v. Lineville Drug Co.* Supreme Court of Alabama. 52 South. 433.

Delay in Delivery.—Where a carrier of corn for delivery to an elevator for drying negligently delayed the transportation, and thereby caused the cars to lose the precedence they would have enjoyed if carried promptly, under a rule providing for the sending of cars to the elevator in the order of their arrival, the question of the liability for the injury to the corn, because of delay in transit, because of the rule, was one of fact, on it being assumed that the rule afforded a valid excuse for failure to deliver promptly.—*W. R. Hall Grain Co. v. Louisville & N. R. Co.* St. Louis Court of Appeals, Missouri. 128 S. W. 42.

Title of Shipment.—Where goods are shipped to a purchaser on consignment, and title retained only to secure the price, and the purchaser has complete control of the goods, with power to sell in course of trade at any price he pleases, the loss of the goods by fire without fault of either party falls on the purchaser, and the seller may recover the price.—*Roach v. Whitfield & Hannah*. Supreme Court of Arkansas. 127 S. W. 722.

Exemption of Railroad from Liability for Fire.—A railroad company being under no obligation to continue maintenance or operation of side tracks, its agreement to continue both is sufficient consideration for the agreement of the person for whom this was to be done that he would assume all risks to his buildings on the side tracks from sparks from the company's locomotives.—*Porter v. New York, N. H. & H. R. Co.* Supreme Judicial Court of Massachusetts. 91 N. E. 875.

Failure to Post Rates.—Where a railroad company failed to post a schedule of tariff rates as required by Interstate Commerce Act Feb. 4, 1887, c. 104, § 6, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3156), as amended by Act June 29, 1906, c. 3591, § 2, 34 Stat. 586 (U. S. Comp. St. Supp. 1909, p. 1153), for the use of the public in every depot where passengers or freight are received for transportation, and a shipper in ignorance of such schedule, relying upon a schedule previously in force, contracted for shipment of grain, to his damage, he could recover of the railroad company therefor at common law.—*Illinois Cent. R. Co. v. Henderson Elevator Co.* Court of Appeals of Kentucky. 127 S. W. 779.

Delay in Loading Vessel.—A provision of a charter party for the carriage of a "full and complete cargo of wheat in sacks," to be loaded by the charterers within lay days fixed, that lay days should not be counted during any time the bringing of the cargo to the port of loading by rail should be delayed by railway accidents, "or any other hindrance * * * beyond the charterer's control," did not entitle the charterers to hold the vessel until the arrival of sufficient wheat of a particular kind was received, when they had sufficient of other kinds to load her within the time stipulated; but any delay on such account was at their risk as to the time to procure and load such cargo.—*Kerr v. Schwaner*. U. S. Circuit Court of Appeals. 177 Fed. 659.

Delivery by Carrier.—Where goods were given to a railroad company for delivery to a consignee at a place where the company had no facilities for unloading cars or storing goods, and the company provided no facilities to the consignee for unloading cars except the consignee's own siding, the detaching of cars from trains and placing them on a side storage track between stations, where the consignee could not obtain access to them, for purposes of unloading, followed by notice to the consignee of their arrival, was not "constructive delivery," so as to put the consignee in default and entitle the carrier to demurrage.—*Garrizzo v. New York, S. & W. R. Co.* Supreme Court of New York. 123 N. Y. Supp. 173.

Carrier Liable for Delayed Arrival Notice.—Act April 19, 1907, (Acts 1907, p. 453) § 3, requiring railroad companies, failing to give notice of arrival to the consignee within 24 hours thereafter, to forfeit to the interested party \$5 a day per car on car load shipments, and 1 cent a hundred pounds per day on less than car load shipments, with a minimum and maximum charge of 5 cents and \$5, respectively, on less than carload shipments, together with the other sections imposing a reciprocal demurrage on consignees for failure to remove freight, is a reasonable regulation in aid of commerce, and not a burden upon it, and hence is valid as to interstate commerce; Congress or the Interstate Commerce Commission not having made similar regulations.—*St. Louis, I. M. & S. Ry. Co. v. Edwards*. Supreme Court of Arkansas. 127 S. W. 713.

Arbitration.—An agreement between the parties to an arbitration, made after the award, that the award should be carried out as to certain items, and that as to other items the party in whose favor it was made should resort to the courts, was not a waiver or abandonment by such party of the right to sue to enforce the award.—*National Contracting Co. v. Sewerage & Water Board of New Orleans*. U. S. Circuit Court of Appeals. 177 Fed. 919.

Connecting Carriers.—A contract by the initial carrier to carry freight to its usual place of delivery at destination if on its road, otherwise to deliver to another carrier on the route to the destination, binds the initial carrier to carry beyond its own line and deliver the goods, and, where it undertakes to transport to the destination and receives pay for the whole distance, the liability attaching on it to deliver continues thruout the whole transit, and connecting carriers are its agents in carrying out the contract.—*Pittsburg, C. & St. L. Ry. Co. v. Mitchell*. Supreme Court of Indiana. 91 N. E. 735.

Kansas Reciprocal Demurrage Act.—The reciprocal demurrage act (Laws 1905, c. 345), among other things, provides that when a shipper applies to a railway company for cars, they must be furnished within a specified time, and that if the railway company fails to furnish them within that time, it shall forfeit \$1 per day for each car failed to be furnished. Held: (1) In an action brought to recover penalties under that act, that the one-year statute of limitations applies. (2) That for each day of neglect after the prescribed time a penalty of \$1 per car was at once incurred, on which the statute of limitations began to run. Each penalty was a distinct liability, and when the statute was set in motion on such a liability, it continued to run until the action was commenced or barred. (3) The subsequent furnishing of the cars demanded by the railway company stopped the accumulation of penalties, but did not arrest the running of the statute as to penalties already incurred.—*Udall Milling Co. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Kansas. 108 Pac. 137.

M. P. Miller Is Dead.

Martin P. Miller, one of the pioneer grain dealers of Kansas, passed away at his home in Russell, Kans., June 29, death being caused by cancer of the liver.

Mr. Miller was born in Pennsylvania in 1854 and came to Russell in 1879. After a time spent in farming, he formed a partnership with E. D. Miles and in 1888 engaged in the grain business under the name of Miller & Miles.

This was changed to Miller & Bratt, R. S. Bratt being associated with him. He then conducted the business alone until he took in his son, Paul D., when the firm became M. P. Miller & Son. He retired in 1909 and his son has since conducted the business. Mr. Miller was a high-minded citizen, a leader in any move for civic or social betterment, and when chosen as mayor he served the city with the same uprightness that had always characterized his actions in business.

His loss will be especially felt by his many friends and associates in the grain business.

Mr. Miller's wife, six children and his aged parents survive him.

Nothing keeps a market and a farmer so unsettled as to have the scooper tell the farmer that if he only had a car load he would be glad to pay the farmer about 2c per bu. more than the eltr. Policy of the scooper: "Don't make any money myself and won't let the regular dealer."—F. L. Gill, successor to W. J. Thomas & Co., White Pigeon, Mich.

Feedstuffs

The Feed Dealers Ass'n ought to be absorbed by the Grain Dealers National Ass'n. Buyers would like this but I do not know that the sellers would.—P. P. Donahue.

The feed business is unsettled. The east is bearish, having been favored with more rain, so the pastures are in good condition. The west feels very strong.—Wm. H. Grunewald.

A uniform feeding stuffs law is being prepared by the executive committee of the Ass'n of Feed Control officials of the United States, to be presented at a meeting of the Ass'n in November. Manufacturers of and dealers in feed have submitted their suggestions to the committee.

Standing committees appointed by the directors of the National Ass'n of Feed Dealers at the recent convention are: Arbitration—W. M. Richardson, H. B. Moore, George B. Norris, F. W. Brode and E. I. Bailey. Transportation—Ferdinand I. Vassault, as traffic manager, S. C. Spencer, Hugh Humphreys, John W. Cox and C. B. Spaulding. Trade Rules—T. S. Blish, R. J. Hardy, Frank Eby, George B. Norris and Mr. Craft. Directors Merton, Wehman and Norris were appointed to draw up trade rules to be submitted to the directors.

Annual Meeting National Hay Ass'n.

President H. W. Robinson, Sec'y J. Vining Taylor, and a host of others have made arrangements to meet at Hotel Breakers, Cedar Point, O., Aug. 23-25 next, as the National Hay Ass'n is going to have the best convention in its history.

Delegates have already been appointed from different Chambers of Commerce and Grain exchanges.

The Breakers Hotel has been remodeled since last year no expense being spared to make it a modern up-to-date summer resort.

Members have been granted a special rate of \$1.00 per day per person, two in a room; \$1.50 per day, one in room; bath 50 cents extra per person. The sand and bathing are the finest this side of Atlantic City.

The Hay Exhibit: President Robinson wants type samples sent in by freight to The National Hay Ass'n, Cedar Point, O., mailing the B/L to him or to Sec'y Taylor, and the committee having the exhibit in charge will take care of same when they arrive.

Send two or three bales and be sure and wrap in burlap.

Grain elevators are needed in India. Consul Stuart K. Lupton states that the shipments of Indian wheat from Karachi for the season 1909-10 are expected to reach 35,000,000 bus. Certain prominent Karachi shippers are convinced of the advisability of the grain elevator system, both on account of the large saving in cost of handling grain as well as decreased time. It now requires at least five days to load a 5,000-ton vessel, while with a system of elevators it could be done in one, thus saving from \$300 up on each shipment. Unloading from cars, mixing, stacking, and loading on board vessels costs under the present system a little over \$1 per 100 bags, while to this

must be added the wages of watchmen, weighers, etc.

Hay Rate Case Ended.

The Interstate Commerce Commission on June 10 decided the suit by the National Hay Ass'n to have hay put back from fifth to sixth class, in favor of the 29 defendant railroads.

The change in the classification, which was made Jan. 1, 1900, increased the rate on hay, and the increased rate has ever since remained in effect, amounting to a difference of \$1 per ton on shipments between Chicago and New York and an average of 80c per ton in official classification territory.

Commissioners Clements, Lane and Prouty disagreed with the majority, holding that the increases were unjust and unlawful for reasons stated in the former opinion in the case of National Hay Ass'n v. L. S. & M. S. R. R.

The majority of the Commission held that since the change in the classification and rates on hay, the actual rates charged for the transportation of grain and grain products have also been advanced, so that the change in relationship as to rates, upon which so much reliance was had in their first complaint, has now disappeared.

It is evident that in Ohio, Indiana, Illinois and Michigan during all the period from 1900 down to date, the value of hay on the farm has not been destroyed by unreasonable freight rates, nor has hay as a commodity been so discriminated against in comparison with the grains as to render it unprofitable as a farm product.

The evidence and statistics produced in this case make it beyond question that, taking grain as loaded and transported and hay as loaded and transported, the earnings per car are greater for grain even at the present rates than they are for hay at much greater rates. It is undoubtedly true that hay is a very much cheaper commodity than grain and very much cheaper than many of the commodities which move at sixth class rates or lower, the value of a carload of hay being on the average not more than \$150 and ranging ordinarily between \$100 and \$200, according to grade and locality where raised. It is also true that the loss and damage claims arising from the transportation of hay are very small in comparison with those arising from the transportation of grains or for the transportation of many of the articles rated as fifth and sixth class or lower.

However, freight rates cannot be made solely with reference to the value of the article transported or with reference alone to the loss and damage claims arising from transportation. The carrier is entitled to take into consideration the occupancy of its equipment and facilities. This charge for the service rendered may be tested relatively by means of the rate per ton per mile, which is most helpful in connection with dense and heavy articles; or the value of the service and the reasonableness of the rates may be tested by means of the rate per car per mile where articles of the same relative weight, density, direction, and volume of movement are in question; but generally the ultimate test with the carrier itself must be the return for the occupation and use of its equipment and facilities. Tested by this method, the fifth class rates on hay yield smaller returns to the carrier than the comparatively low commodity rates on grain and are therefore not unreasonable or unjust.

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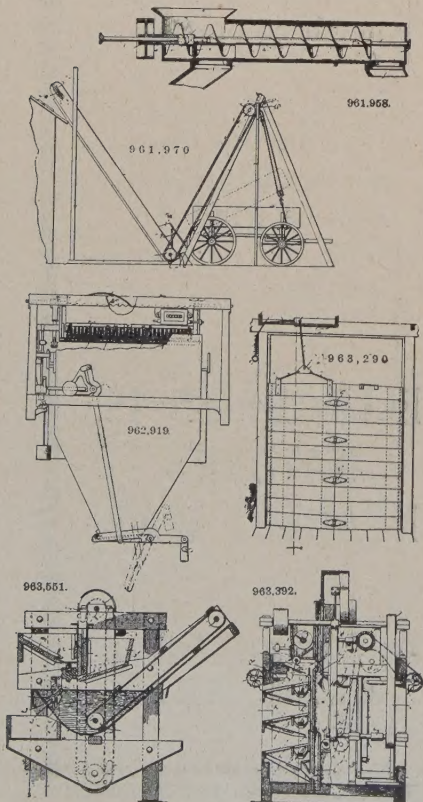
Weigher and Bagger. No. 962,918. Henry Richardson, New York, N. Y.

Grain Elevator and Dump. No. 961,970. (See cut.) Frank Kral, Vermillion, Kan. The forward end of the loaded wagon is hoisted by rope and pulley hung from a beam on supporting standards. An endless elevator belt in a housing is driven by sprocket on a shaft which, by chain, also winds the hoisting rope.

Grain Conveyor. No. 961,958. (See cut.) Chas. J. Hartley, Decatur, Ill. The casing has several discharge openings and a screw formed in sections capable of acting together, one of the sections being movable independently to an inoperative position. The shaft of one section is extended and telescopes the other section.

Grain Cleaner. No. 963,392. (See cut.) Faustin Prinz, Milwaukee, Wis. A shaking shoe provided with a sieve directs the grain to an inclined board formed on different degrees of inclination at its receiving and discharge ends, the lower portion toward the discharge having a greater inclination whereby the lighter particles are brot to the top, the impetus projecting the grain from the board into the blast of the air trunk. The feed hopper has a distributing conveyor and an automatically acting valve.

Weighing Machine. No. 962,919. (See cut.) Henry Richardson, New York, N. Y. A brush is interposed between the feed chute and the gate to control the flow of material and means are provided for reinforcing the brush, the different portions of which are independently yieldable. The feed chute has an inclined front wall and a curved rear wall located below the level of and directed forwardly toward the lower edge of the front wall. A cut-off gate mounted to move forwardly in closing co-operates with the chute.



Grain Door. No. 963,290. (See cut.) John Henry, Grand Forks, N. D. The door is hinged up thru the middle and is drawn up to a horizontal position by a cable attached to a coiled spring. Means are provided to retain the door in position when thus drawn up under the roof.

Machine for Treating Grain. No. 963,551. (See cut.) Robert Hart, Ardoch, N. D. The machine comprises a water receptacle, a trough above the water receptacle, a grain receptacle to discharge into the trough, a chute communicating with the trough and provided with a perforated false bottom, a conveyor to remove the grain and fluid from the trough, a fluid elevator for conveying fluid from the water trough and discharging it into the upper fluid receptacle. A roller in the trough forces the grain below the surface of the water.

Statement of Mill Owners Mutual.

The 70th semi-annual statement of the Mill Owners Mutual Fire Insurance Co. of Iowa, just issued, shows that company to be well fortified as usual with assets and cash in bank.

Cash assets July 1 were \$361,261; against \$366,737 on Jan. 1. Cash in bank increased from \$47,698 Jan. 1 to \$53,830 July 1.

Insurance in force July 1 amounted to \$10,711,070; against \$11,252,455 on Jan. 1. Deposit notes aggregated \$1,604,345, against \$1,694,968 six months ago.

During the past six months the company's receipts amount to \$213,098, comprising premiums and assessments, \$108,223; interest, \$12,400; from mortgage loans, \$44,775, and cash in bank. Losses paid during the six months amount to \$78,872, premiums returned \$25,084; and disbursements on mortgage loans, \$38,000.

Included in the assets are \$294,197 of first mortgage farm loans, \$5,316 of interest accrued and \$7,917 of premiums and assessments in course of collection.

Sec'y J. T. Sharp reports that since its organization the company has received in premiums and assessments \$2,477,217 and has disbursed in losses \$1,625,557; in premiums returned, \$213,004; and in expenses, \$410,118. The losses and expenses of this company have averaged a trifle less than 50 per cent of one annual premium for over 35 years, which is equivalent to an annual dividend of more than 50 per cent to policy holders.

Millers Want Voice in Grade Making.

At the recent meeting of the Fraternity of Operative Millers E. C. Andrews, in speaking of terminal market grades and rules, said: The wheat of this country is ground by the men in this room and they have no more to do with grading it than though they never ground it. A gentleman said, "Return the wheat." You cannot do it. The systems which have been built up by the grain men in the terminal markets will not permit that to be done. I say that the F. O. M. A. should have a voice in determining the grade of grain that you grind. Why should you not? How can you protect yourself? If you want to grind No. 4, grind it. If you want to grind No. 2 wheat, you should be given the opportunity to grind it. The grain that you get out of terminal markets you have no voice in determining what the grade of that grain is. We should be given a voice. The miller is beginning to realize it and it is up to you to talk up strongly about the quality of the grain that goes out of the terminal market and indicate what those grades should be.

Pres. A. G. Tyng has appointed the following committee to represent the Grain Dealers National Ass'n at the 17th annual convention of the National Hay Ass'n at Hotel Breakers, Cedar Point, O., Aug. 23-25; Charles England, chairman, Baltimore, Md.; H. S. Grimes, Portsmouth, O.; P. E. Goodrich, Winchester, Ind.; F. D. Voris, Neoga, Ill.; and Daniel Byrne, St. Louis, Mo.

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255 LA SALLE ST., CHICAGO.

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show with accuracy the freight charges for any number of pounds of various kinds of grain at 32, 48 and 60 pounds per bushel, in pounds, shillings and pence from ¼d. to 1s. per bushel. The only mathematical calculation necessary in using these tables is addition; all other calculations are covered completely.

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INSURES ELEVATORS AND GRAIN

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WE PREVENT as well as PROTECT you from FIRES INSURANCE AT COST

Expert Inspection Increases Fire Protection and Decreases Fire Loss

As competition becomes keener, details formerly overlooked grow in importance. The elevator owner who is thinking along lines parallel to the most up-to-date methods is benefiting by our progressive methods. As grain men appreciate more the value of paying attention to details in preventing (preventable) fires, the more does our business increase.

The plans for an elevator should provide for economy of operation and also low cost for insurance. We can assist you and your builder on this point. The property needs a systematic supervision in care and maintenance to prevent fires starting. Our self-inspection system and our inspectors help to control this danger. No charge is made to policy holders for our co-operation while the reduction of fire losses is a saving to the elevator owner and a profit to all members of the



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Are you going to seek a saving in your business? Let us know.

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Insurance in force \$7,355,000.00
Losses paid to date 448,000.00
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Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

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GRAIN DEALERS JOURNAL

255 La Salle Street

Chicago, Ill.

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To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

Jeffrey Elevators

for handling grain, seeds, corn, flour, etc.

The Buckets are strong, flawless and shaped to give the cleanest discharge. They are made in sizes to suit the work for which they are intended.

We build

Rubber Belt Conveyors, Spiral Conveyors, Chain Belting, Sprocket Wheels, Shafting, Pulleys, Power Transmitting Machinery.

The Jeffrey Mfg. Co.
COLUMBUS, OHIO

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Transmit Power "the WEBSTER Way"

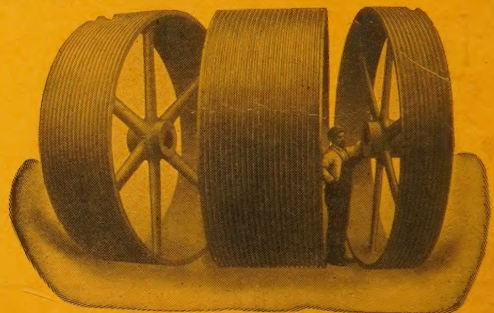
Grain Elevators and Flour Mills

are being equipped with WEBSTER Rope transmission because it possesses many advantages over belt, and other methods of power transmission.

It is noiseless and positively reliable. Power can be transmitted at any angle and around corners, horizontally and vertically. It is extremely economical to install and maintain.

It is well adapted for the one-leg country elevator or the million bushel terminals.

If you have transmission problems to solve let us help you. Use WEBSTER Elevating and Conveying machinery for handling your grain.



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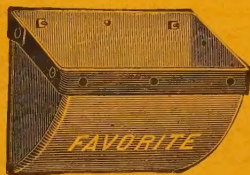
New York Office, 88-90 Reade Street

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CHICAGO

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"FAVORITE"



We call it the "FAVORITE" because it's the most popular elevator bucket in use among the millers and elevator men.

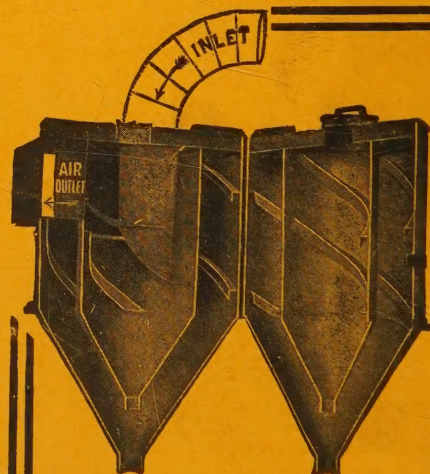
Large sizes are of steel, smaller sizes of tin.

The Weller-Made Favorite Steel Ear Corn Elevator Bucket is the standard for elevating ear corn, or corn and cobs.

Elevating, Conveying and Power Transmitting Machinery is illustrated and described in the WELLER 512-page Catalog. Copy sent upon request.

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Chicago

Elevator Bucket



A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

It saves power in operating your cleaning machine.

One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

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